

The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[The MINING JOURNAL is Registered at the General Post Office as a Newspaper, and for Transmission Abroad.]

No. 2508.—Vol. LIII.

LONDON, SATURDAY, SEPTEMBER 15, 1883.

[WITH SUPPLEMENT.] PRICE SIXPENCE BY POST, £1 4s. PER ANNUM

MR. JAMES H. CROFTS, STOCK AND SHARE BROKER AND MINING SHARE DEALER,
No. 1, FINCH LANE, CORNHILL, LONDON, E.C.
ESTABLISHED 1842.

BUSINESS transacted in all descriptions of MINING Stocks and Shares (British and Foreign), Consols, Bonds (Foreign and Colonial), Railways, Insurance, Assurance, Telegraph, Tramway, Shipping, Canal, Gas, Water, and Dock Shares, and all Miscellaneous Shares.

BUSINESS negotiated in Stocks and Shares not having a general market value.

Every Friday a general and reliable List issued (a copy of which will be forwarded on application), containing closing prices of the week.

MINES INSPECTED.
BANKERS: CITY BANK, LONDON—SOUTH COASTWAY BANK, ST. AUSTELL.
TELEPHONE NUMBER 1003.

SPECIAL DEALINGS in the following, or part:—
25 Asia Minor, 15s. 20 Gunnis (Clit), 23s. 9
50 Almada, 10s. 6d. 100 Hingston Down, 4s. 9
20 Bedford Unit., £1 9s. 100 Hoover Hill, 4s.
25 Bratsberg, £2 10s. 50 Home Mines Trust,
50 Bwch United, 9s. 6d.
30 Carnarvon Cop., 2s. 6d. 100 Herodfoot, 3s. 3d.
50 Callao Bis, 10s. 9d. 80 Indian Consol., 3s.
50 Chile Gold, 13s. 6d. 50 Indian Glenrock, 3s.
30 Colombian Hyd., 5s. 3d. 50 Kapanga, 6s.
100 Consolidated, 2s. 3d. 25 Killifreth, £1 17s. 6d.
50 California, 16s. 50 Kite Hill, 2s.
50 Colorado, £2 5s. 50 La Plata, 13s. 9d.
30 Canada Copper, 11s. 30 Langford, 2s. 6d.
40 Chontales, 7s. 100 Last Chance, 2s. 6d.
50 Cor. So. Austr. Cop., 12s. 20 Leadhill, £2 14s. 6d.
50 Devala Moyar, 3s. 6d. 20 Marke Valley, 16s. 9d.
20 Devon Consols, £3 3/4. 10 Mona, 4s.
75 Devon Friend., 3s. 9d. 50 Mounta Bay, 4s. 9d.
50 Devon United, 3s. 6d. 50 Mysore Gold, 5s.
5 Dolowath, £67 1/2. 50 New Caradon, 4s. 3d.
50 Don Pedro, 4s. 50 New Caliao, 8s. 9d.
50 Drakeville, 5s. 9d. 50 New Emma, £1 12s.
50 East Blue Hills, 5s. 6d. 10 New Quebrada, 10s.
50 Eberhardt, 5s. 25 New Killy, £2 1s. 3d.
20 East Caradon, 9s. 50 No. Herodfoot,
50 East Chiverton, 9s. 100 Nouv. Monde, 7s. 3d.
25 E. Craven Moor, 2s. 50 No Penstruthal, 16s.
20 East Lovell, off. wtd. 25 New W. Caradon, 4s.
80 East Wh. Rose, 9s. 3d. 50 Old Shepherds, 5s.
50 Flagstaff, 5s. 50 Oregum, 1s. 3d.
50 Frongoch, 12s. 50 Oritia, 14s. 3d.
50 Frongoch, £1 14s. 50 Oritia, 14s. 3d.
50 Goginan, 7s. 6d. 25 Potosi, 6s.
150 Gold Coast, 11s. 50 Penhall, 6s. 6d.
25 Guinea Gold Est., 5s. 40 Potosi, 12s.
20 Great Lacey, £16. 150 Port Phillip, 3s.
50 Gwanton, 4s. 9d. 75 Parys Copper, 2s.
50 Phoenix Unit., 2s.

* * * SHARES SOLD FOR FORWARD DELIVERY (ONE, TWO, OR THREE MONTHS) ON DEPOSIT OF TWENTY PER CENT.

* * * SPECIAL BUSINESS AT CLOSE PRICES in all Market TIN, COPPER and LEAD SHARES.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

RAILWAYS—SPECIAL BUSINESS.—Fortnightly Accounts opened on receipt of the usual cover.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

FOREIGN BONDS—SPECIAL BUSINESS.—Fortnightly Accounts opened on receipt of the usual cover.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

AMERICAN AND CANADIAN STOCKS AND SHARES—SPECIAL BUSINESS.

Fortnightly Accounts opened on receipt of the usual cover.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

GOLD AND SILVER MINES.—SPECIAL BUSINESS IN ALL marketable INDIAN GOLD SHARES, and in California, Callao, "Bis," Gold Coast, Guinea Gold Coast, New Callao, West Callao, Tolima A, Tolima B, La Plata, Rio Tinto, Frontino and Bolivia, Potosi, Chile, Nouveau Monde, Ruby, Richmond, Victoria.

* * * SHARES IN THE ABOVE SOLD FOR FORWARD DELIVERY ONE, TWO, OR THREE MONTHS ON DEPOSIT OF TWENTY PER CENT.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

IRON AND COAL SHARES—SPECIAL BUSINESS.

Bilbao, Cardiff and Swansea, Consett, Chillington, Ebbw Vale, Nant-y-Glo, Newport Abercarn, and Felsal.

SHARES SOLD FOR FORWARD DELIVERY, ONE, TWO, OR THREE MONTHS, ON DEPOSIT OF TWENTY PER CENT.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

ELECTRIC LIGHT SHARES—SPECIAL BUSINESS.

Anglo-American, Hammond, Swan, Maxim-Weston.

Shares sold for cash, account, or for forward delivery (one, two, or three months) on deposit of 20 per cent.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

EAST WHEAL ROSE, OLD SHEPHERDS, MOUNTS DAY, TRESAVEAN, HOME MINES TRUST.

SPECIAL BUSINESS in the above for cash or account.

FOR SPECIAL SALE, FOR FORWARD DELIVERY, ONE, TWO, OR THREE MONTHS, subject to deposit of TWENTY PER CENT.—100 East Wheal Rose, 9s. 6d.; 100 Mounts Day, 5s.; 100 Old Shepherds, 8s. 6d.; 100 Tresavean, 7s. 6d.; 100 Home Mines Trust, 9s. 6d.

JAMES H. CROFTS, 1, FINCH LANE, LONDON.

ESTABLISHED 1842.

MR. W. H. BUMPUS, STOCK AND SHARE BROKER, AND MINING SHARE DEALER,

44, THREADNEEDLE STREET, LONDON, E.C.

ESTABLISHED 1867.

BUSINESS transacted in STOCK EXCHANGE SECURITIES and MISCELLANEOUS SHARES of every description.

RAILWAYS, BANKS, FOREIGN AND COLONIAL BONDS.

TRAMWAYS, TELEGRAPHS, and all the LEADING INVESTMENTS.

Accounts opened for the Fortnightly Settlement

A List of Investments free on application.

MR. BUMPUS has SPECIAL BUSINESS in the undermentioned:—

50 Almada, 11s. 3d. 25 Grogwinlon, 15 Roman Gravel, £7 1/4.

70 Bratsberg, £2 3/4. 100 Hingston Down, 5s. 6d. 25 Ruby, £1 1/2.

30 Copalpo, 100 Kohinoor B, 10s. 9d. 25 Richmond, £6 1/2.

100 Chontales, 7s. 3d. 150 La Plata, 13s. 3d. 150 Sortridge, 4s. 9d.

25 Colorado, £2 1s. 3d. 30 Leadhill, £2 1/2. 50 Tresavean, £2 1/2.

50 Colombian 7s. 40 Marke Valley, 13s. 100 Tankerville, 4s. 6d.

50 California Gold, 15s. 6d. 40 North Blue Hills, 2s. 100 United Mexican, £5 1/2.

50 Callao Bis, 10s. 20 New Killy, £1 1/2. 10 Van, 6 1/2.

40 Carn Camborne, 100 Nouveau Monde, 7s. 60 West Polbreen, 24s.

100 Devon Friendship, 5s. 50 New Trumpet Con- 15 Wheal Grenville, £5 1/2.

50 Devon Consols, £3 1/4. 30 Organos, 15s. 150 Wheal Jewell, 15s.

50 Emma, £1 1/2. 40 Oritia, 14s. 50 Wheal Coates, 3s. 9d.

30 East Caradon, 9s. 3d. 100 Potosi, 11s. 50 West Godolphin, 20s.

50 Frontino, £1 1/4. 50 Prince of Wales, 9s. 9d. 10 West Killy, £1 1/2.

100 Gold Coast, 11s. 50 Wheel Agar, £13 1/2.

Where prices are not inserted, offers may be made.

SPECIAL BUSINESS, at close prices, in the SHARES of all the principal HOME and FOREIGN MINES.

Mr. BUMPUS devotes special attention to these Securities, and is in a position to afford reliable information and advice to intending investors and others.

WILLIAM HENRY BUMPUS, SWORN BROKER, OFFICES: 44, THREADNEEDLE STREET, LONDON, E.C. ESTABLISHED 1867.

BRITISH AND FOREIGN MINING OFFICES.

Messrs. PETER WATSON AND CO.,

13, AUSTIN FRIARS,

OLD BROAD STREET, LONDON, E.C.

BANKERS: THE ALLIANCE BANK (Limited).

Messrs. PETER WATSON AND CO.'S

BRITISH AND FOREIGN MONTHLY MINING NEWS

—STOCK AND SHARE INVESTMENT NOTES—MINES,

MINERALS, AND METAL MARKETS—SHARE LIST,

No. 857, Vol. XVII., for SEPTEMBER month, is ready, and will be sent to customers on application.

Annual Subscription, 5s. Single Copy, 6d.

MR. ALFRED E. COOKE,

DEALER IN BRITISH AND FOREIGN STOCKS AND SHARES

OF EVERY DESCRIPTION.

(FROM 76, OLD BROAD STREET)

ESTABLISHED 1853.

9, OLD BROAD STREET, LONDON.

MINE SHARES FOR SALE.

Mr. ALFRED E. COOKE can SELL the following lots (or any smaller

number of shares) to immediate applicants at prices annexed, free of

commission:—

Where prices are not inserted, the market price of the day will be

taken, or offers may be made:—

10 Bratsberg Cop., £2 1/2. 10 New Killy Tin, 20 South Darren Silver-

30 Callao Bis Gold, 10s. 50 New West Caradon 35 South Caradon Cop-

50 Colombian Hydraulic 4s. 3d. 50 Tanker, Gt. Con., 3s. 50

Gold, 5s. 3d. 80 New Caradon Copper, 2s. prem.

10 Carn Camborne Tin & 80 Nouveau Monde Gold 30 Tresavean Copper &

Copper, 7s. 3d. 100 North Blue Hills, 1s. 6d. 40 Victoria Gold, 12s. 9d.

50 California Gold, 15s. 6d. 20 North Grogwinlon 50 West Caradon Copper,

60 Chontales Gold, 7s. 6d. 20 Old Shepherds, 5s. 30 West Gonamena Cop.,

50 Drakeville Tin and 20 Lead, 5s. 20 West Polbreen Tin, 3s. 3d.

Copper, 4s. 6d. 10 Organos, 14s. 30 West Gonamena Cop.,

50 Devon Friend., 3s. 6d. 20 Oritia Gold, 13s. 6d. 4s.

40 East Rose Lead, 8s. 50 Prince of Wales, 9s. 5 West Killy Tin, £13 1/4

100 E. Blue Hills Tin, 5s. 50 Potosi Gold, 11s. 6d. 15 Wheal Jane Tin,

10 Eberhardt Sil., 3s. 9d. 50 Port Phillip Gold, 20 Wheal Orebear Copper,

10 Frongoch Lead, 12s. 6d. 50 Port Phillip Gold, 4s. 6d.

20 Goginan Lead, 6s. 6d. 10 Richmond Sil., £2 1/2. 30 W. Devon Cop., 3s.

20 Grogwinlon Ld., 11s. 3d. 25 Ruby, £1 1/2. 30 Wh. Coates Tin, 8s.

80 Home Mines Trust 10 Roman Gravel Lead, 50 West Orebear Copper,

50 Herodfoot, £7 1s. 3d. 40 Sortridge Copper and 4s. 6d.

50 La Plata Lead, 13s. 3d. 10 Leadhill, £2 15s. 20 So. Penstruthal Cop.,

10 Leadhill, £2 15s. 30 Mounta Bay, 4s. 6d. 30s.

TEN PER CENT. DEPOSIT.—Many of the above shares can be sold for

settlement by arrangement at the end of October or November on payment of

10 per cent. deposit. Shares not found in the above list may be purchased on

application.

FORWARD DELIVERY.—Mr. ALFRED E. COOKE calls the attention of

investors to the fact that he now supplies shares for settlement at end of

OCTOBER or NOVEMBER on payment of TEN PER CENT. DEPOSIT.

PRICES of every description of STOCKS and SHARES are

received continuously throughout the day by TELEGRAPH from the

STOCK EXCHANGE. TELEPHONE NUMBER, 1268.

ALFRED E. COOKE, 9, OLD BROAD STREET, LONDON.

(Opposite the Stock Exchange, with which the office is in DIRECT

TELEGRAPHIC COMMUNICATION.)

MR. JAMES STOCKER, STOCKBROKER,

2, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C.

Has special business in the following for cash or settlement by arrangement:—

Almada, 28s. East Caradon, 7s. 6d. Richmond, £6 1s.

Bratsberg, 48s. 9d. Frontino, 33s. 6d. Ruby, 29s.

Callao Bis, 15s. 3d. Home Mines, 8s. 9d. Sortridge, 1s. 3d.

Callao Bis, 3s. 6d. Isabelle, 7s. 6d. South Caradon, 1/4 pm.

Carn Camborne, 20s. Kapanga, 3s. 3d. South Devon, 4s. 9d.

Chile Gold, 12s. 9d. La Plata, 13s. 6d. South Penstruthal, 30s.

Chontales, 7s. Leadhill, £2 12s. 6d. Tamar, 10s. 6d.

Colombian, 3s. 3d. Oritia, 12s. 6d. Tresavean, 7s. 3d.

Colorado, £2 2s. 4d. Potosi, 11s. 6d. Tolima A, £5 1/2.

Consolidated, 2s. 6d. Mounta Bay, 4s. 6d. United Mexican, £5 1/2.

Devon Friendship, 3s. 6d. New Killy, 3s. 9d. Victoria Gold, 12s. 6d.

Eberhardt, 4s. Nouveau Monde, 6s. 9d. West Caradon, 9s. 6d.

East Blue Hills, 4s. 6d. Old Shepherds, 7s. 6d. West Orebear, 4s. 9d.

East Rose, 8s. 9d. Organos, 13s. West Killy, £13 1/4.

Price of Wales, 9s.

BANKERS: LONDON AND WESTMINSTER.

JOHN B. REYNOLDS, STOCK AND SHARE DEALER,

37, WALBROOK, LONDON, E.C.

Established Twenty-five Years.

BANKERS: LONDON JOINT-STOCK.

Mr. REYNOLDS thanks his numerous correspondents for their patronage, and continues to do his best to meet their wishes. They can always rely on bona fide information and prompt settlement of all transactions.

Mr. REYNOLDS is compelled, through pressure of business, however, to charge 21s. for information obtained by those who have not done business with him, and this amount must accompany any letters asking for advice.

Mr. REYNOLDS refers his readers to the reports of WEST KILTY, NEW KILTY, WEST POLBREEN, and TREVAUNANCE UNITED, which appear in this week's Journal. It is clear that the favourable anticipations entertained concerning these Mines are fully justified.

Mr. REYNOLDS takes this opportunity of saying that his articles, which during the holiday season have not been written, will appear as usual in this day's Journal, and the succeeding weeks of this year.

Mr. REYNOLDS's remarks will be found on page 1062.

Mr. REYNOLDS thinks that those persons are probably well informed who look forward to a period of increased activity in the Mining Market.

NEW SERIES—DESIRABLE INVESTMENTS.

JOHN LENN AND CO. (LIMITED),

5, GROCERS' HALL COURT, LONDON, E.C.

Are issuing a NEW SERIES of CIRCULARS, giving particulars of most

DESIRABLE INVESTMENTS.

Should be read by every investor. Post free on application.

SPECIAL BUSINESS in EAST ROSE and OLD SHEPHERDS Mines shares.

MR. J. GRANT MACLEAN,

SHAREBROKER AND IRONBROKER, STIRLING, N.B.,

Refers to his Share Market Report on page 1061 of to-day's Journal.

MR. ALEXANDER DAVIDSON,

STOCK AND SHARE DEALER,

LEADENHALL HOUSE, 101, LEADENHALL STREET, LONDON, E.C.

Messrs. ENDEAN AND CO., STOCK AND SHARE

DEALERS, 85, GRACECHURCH STREET, LONDON, E.C. have

SPECIAL BUSINESS in the following SHARES:—

50 Almada, 10s. 6d. 100 Callacomb Con., 1s. £100 Debuture Glyng-

20 Bedford United, 10s. 6d. 100 Hoover Hill, 4s. 6d. wyn Slate & Slab

40 Carnarvonshire Great 50 Kapanga, Co. (no reasonable

Consols. 20 Nouveau Monde, offer refused.)

50 Wheal Sisters.

Messrs. PENNINGTON AND CO., SWORN BROKERS AND

SHARE DEALERS, 13, MOORGATE STREET, LONDON, E.C.

Have FOR SALE the undermentioned or part:—

100 East Wheal Rose, 50 East Brit. Hill, 100 Herodfoot.

Lowest prices on application.

BUSINESS in all DESCRIPTIONS of STOCKS, MINING and other SHARES.

ESTABLISHED 1868—BANKERS: ALLIANCE (Limited).

FERDINAND R. KIRK, STOCKBROKER,

5, BIRCHIN LANE, LONDON, E.C.

Fortnightly Accounts opened in all Stock Exchange Securities on receipt of

the usual cover.

SPECIAL BUSINESS in the following or any part:—

90 Akankoo, 8s. 3d. 100 Frongoch, 12s. 100 Oritia, 13s.

40 Bratsberg, £2 6s. 3d. 80 Goginan, 6s. 6d. 80 Old Shepherds, 8s.

50 California Gold, 15s. 100 Herodfoot, 4s. 80 Prince of Wales, 9s.

40 Carn Camborne, 200 Home Mines Trust, 9s. 40 Roman Gravel, £7.

100 Colombian Hyd., 5s. 6d. 20 Leadhill, £2 1/2. 90 Tresavean, 7s.

80 Chontales, 7s. 6d. 100 Mounta Bay, 5s. 90 Victoria Gold, 12s.

90 East Wh. Rose, 9s. 6d. 50 New Killy, £2. 40 Wheal Orebear, £2.

100 Eberhardt, 4s. 50 Organos, 13s.

BANKERS: LONDON AND WESTMINSTER, Lothbury.

THE

"DIFFERENTIAL"

PUMPING ENGINE

(DAVEY'S PATENT),

FOR

DRAINING MINES, WATER SUPPLY OF TOWNS, IRRIGATION,

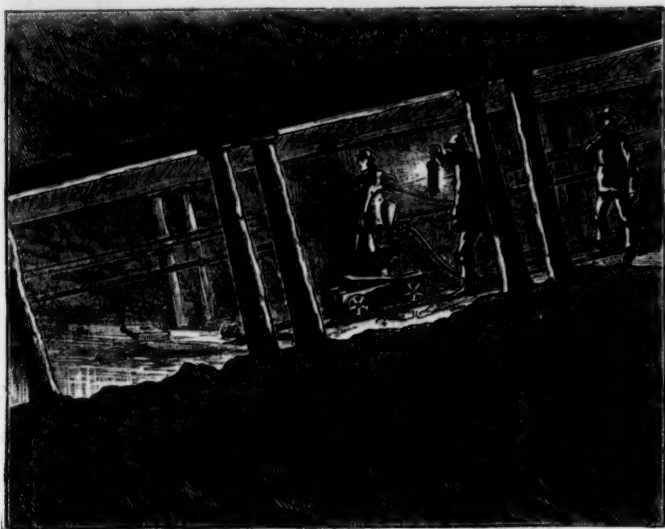
SUPPLYING DOCKS, PUMPING SEWAGE, and GENERAL

PUMPING PURPOSES.

HATHORN, DAVEY, AND CO.,

LEEDS.

HATHORN, DAVEY, and Co. have Patents for "Differential" Engines of all



THE PULSOMETER PATENT STEAM PUMP,

Very largely adopted in Mines
and Collieries.

ADVANTAGES.

WILL WORK SUSPENDED ON A CHAIN.
WILL PUMP THICK SANDY WATER FREELY.
NO EXHAUST STEAM.
NO SKILLED ATTENTION REQUIRED.

The Pulsometer is especially suitable for sinking
shallow shafts, pumping out flooded galleries (see illustration), COAL WASHING, &c., &c.

Direct-acting Pumping Machinery for High Lifts in Mines.

FULL PARTICULARS AND ILLUSTRATIONS ON RECEIPT OF PARTICULARS OF REQUIREMENTS.

**THE PULSOMETER ENGINEERING COMPANY (LIMITED), NINE
ELMS IRONWORKS, LONDON, S.W.**

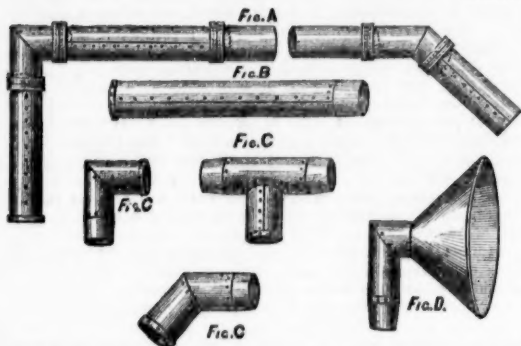
CITY OFFICE AND SHOW ROOM, 61 AND 63, QUEEN VICTORIA STREET, E.C.

Light Wrought-iron Pipe for Sinking Work—Steam Hose—Pulsometers on Hire by Special Arrangement—Centrifugal Pumps—
Three-throw Pumps, &c., &c.

COLLIERY VENTILATING TUBES.

WILLIAM THOMPSON,

MANUFACTURER OF



Wrought-iron Buckets.
Baskets, Kegs, Pit Tubs,
Ash Barrow Bodies,
Ventilating Tubes for
Collieries, Tanks,
Kibbles for Copper
Mines, &c. General
Sheet Iron Worker.

COLLIERY VENTILATION TUBES.

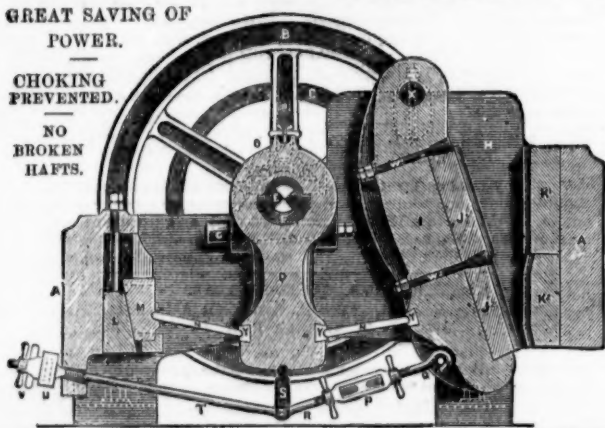
Fig. A.—Shows the tubes adapted for any variation in direction.
Fig. B.—Straight length of tube.
Fig. C.—Different angle bends.
Fig. D.—Is a hopper to receive air at top of shaft.

Highfield Works, Ettingshall, near WOLVERHAMPTON.

ROBERT BROADBENT & SON, STALYBRIDGE,

GREAT SAVING OF
POWER.

CHOKING
PREVENTED.
NO
BROKEN
HAFTS.



PATENTEES AND SOLE MAKERS
OF THEIR WELL-KNOWN

**Patent Improved
Blake Stonebreakers
and Ore Crushers,**

With PATENT DRAW-BACK MOTION,

WHICH DISPENSES WITH ALL SPRINGS.

JAWS adaptable either for CUBING or CRUSHING.
Reversible in Four Sections, with Surfaced Backs.
Steel Toggle Cushions.

PRICES, PARTICULARS, AND TESTIMONIALS ON
APPLICATION.

The Only Knapping Motion Stone Breaker and Ore Crusher.

AWARDED THE ONLY SILVER MEDAL FOR MECHANICAL EXHIBITS
AT THE ROYAL CORNWALL POLYTECHNIC SOCIETY,
FALMOUTH, SEPT., 1881.

GUARANTEED to do MORE WORK with less power THAN ANY OTHER MACHINE in the World.

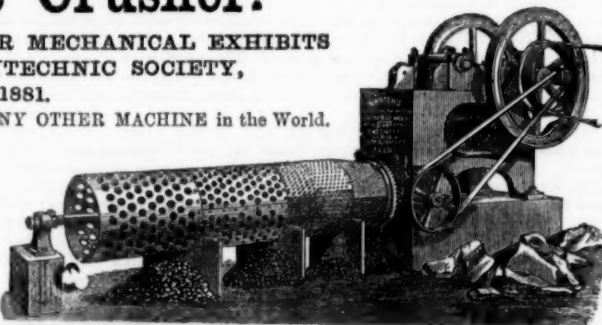
NOTE THIS FACT.

To Mr. Baxter, Leeds.

Cinderford, Feb. 13, 1883.

DEAR SIR,—I am pleased to be able to tell you that the
Machine works splendidly. We are breaking 16 trucks a day
now and we thought it a good day's work to do 10 a day with
the old Machine, so you can see the difference. I had a gentleman
looking at it yesterday, and he was surprised to see it work
so easily.
Yours truly,
E. ORGAN.

The above refers to one of our 16 by 9 Machines we supplied
to replace an "Improved Blake" 15 by 9 Machine.



GUARANTEED NO INFRINGEMENT OF ANY OTHER PATENT.

AWARDED THE ROYAL MANCHESTER, LIVERPOOL, AND NORTH
LANCASHIRE AGRICULTURAL SOCIETY'S SILVER MEDAL,
8TH OF SEPTEMBER, 1882.

FOR ILLUSTRATED CATALOGUE AND FULL PARTICULARS ADDRESS TO THE PATENTEES AND SOLE MAKERS,

W. H. BAXTER & CO., ALBION STREET, LEEDS.

Registration of New Companies.

The following joint-stock companies have been duly registered:—

THE NORTHERN MINERAL COMPANY (Limited).—Capital 2000*l.*, in shares of 10*l.* The business of miners, workers, and purchasers of, and to search for, get, raise, transport, make merchantable, and deal in asbestos, or goods connected with the utilisation thereof, and other minerals, metals, and substances, and to manufacture, sell, or otherwise dispose of the same. The subscribers (who take one share each) are—R. Ewing, Cheshunt, gentleman; E. Brockelbank, 37, Tyrwitt-road, stockbroker; H. King, 3, Brookville-road, gentleman; P. Everitt, 53, Queen Victoria-street, engineer; H. L. Sack, 8, Sunderland-road, clerk; F. M. Brockelbank, 10, Belgrave-terrace, gentleman; N. Trouson, 2, Cushion-court, Exchange broker. No Articles of Association have been registered.

HATCHER, CLIFFORD, AND COMPANY (Limited).—Capital 15,000*l.*, in shares of 1*l.* To purchase and carry on at Southampton a business of yacht and boat-builders, ship chandlers, &c. The subscribers are—W. R. Robinson, Southampton, 110; R. Revett, Kaling, 100; G. H. Mansell, Southampton, 10; A. H. Cobbold, Southampton, 2; W. B. G. Bennett, Southampton, 5; A. Scarisbrick, Millbrook, 10; W. C. Kenny, Southampton, 10.

THE ANTWERP LAND CORPORATION (Limited).—Capital 100,000*l.*, in shares of 5*l.* The usual business of a land company and building society. The subscribers (who take one share each) are—M. L. Alexander, Highbury; J. Cowley, New Inn Yard; W. J. Hurley, 22, Addison-terrace; H. R. Watson, Southgate; F. Hay, 2, East India Avenue; J. Hendrick, 394, City-road; M. N. Potun, Hampstead Lodge.

MESSRS. WILLIAM TAYLOR, JUN., AND COMPANY (Limited).—Capital 50,000*l.*, in shares of 10*l.* To acquire and carry on a paint, oils, colour, and varnish manufacturers' business established in Limehouse, Middlesex. The subscribers (who take one share each) are—W. Taylor, Limehouse; W. R. Taylor, Liverpool; C. S. Taylor, Liverpool; F. C. Clark, Liverpool; W. S. Weir, Limehouse; F. Beddow, 2, Gresham Buildings; G. F. Taylor, Liverpool.

CONTINENTAL RAILWAY AND GENERAL ACCIDENTS ASSURANCE COMPANY (Limited).—Capital 200,000*l.*, in shares of 1*l.* In France and elsewhere, an assurance business against accidents on railways, roads, and sea, and of all other descriptions. The subscribers (who take five shares each) are—F. Russell, 44, Norland-square; W. F. Willis, 20, Old Burlington-street; M. R. Lochmer, 133, Lancaster-road; E. W. Dennis, St. Stephen-square; H. Smith, 26, Basinghall-street; J. Pearce, 94, Trafalgar-road; C. Berry, 265, Gresham-house.

THE SHIPBUILDING GUARANTEE SOCIETY (Limited).—Capital 500,000*l.*, in shares of 5*l.* To guarantee the construction of ships and floating craft of every description, the construction of machinery, engineering works, plants, &c. The subscribers are—P. Brandon, 4, Guildhall Chambers, 100; A. Hartley, Wimbledon, 100; A. Stuart, 29, Great St. Helens, 100; H. Beville, Burfield Hall, 100; E. Ritherton, 95, Leadenhall-street, 100; J. A. Naylor, 115, Leadenhall-street, 50; E. H. Ritherton, 95, Leadenhall-street, 10.

THE SOUTH WALES CRYSTALLISING AND DECORATING COMPANY (Limited).—Capital 30,000*l.*, in shares of 5*l.* To acquire certain tinplate works situated at Raglan, and continue the business in connection therewith. The subscribers are—C. A. Parnell, Swansea, 600; D. Lewis, Swansea, 10; W. E. Jones, Swansea, 10; N. D. Lewis, Swansea, 10; D. T. Lewis, Neath, 10; E. W. Hampton, Swansea, 1; T. H. Hosgood, Swansea, 1.

THE LEEDS AND COUNTY CONSERVATIVE CLUB HOUSE COMPANY (Limited).—Capital 25,000*l.*, in shares of 5*l.* To acquire any land, buildings, hereditaments, &c., for establishing and maintaining a club-house. The subscribers (who take one share each) are—E. B. Faber, Leeds; G. Irwin, Leeds; F. Dunsford, Leeds; J. Barber, Leeds; J. Gordon, junior, Leeds; E. Appleby, Leeds; H. Armstrong, Leeds.

THE BLACKMAN AIR PROPELLER VENTILATING COMPANY (Limited).—Capital 115,000*l.*, in shares of 50*l.* To acquire and carry on at the Holborn Viaduct (No. 46), a business in connection with patents for "improvements in ventilating and exhaust fans," and the applications thereof. The subscribers are—Duke of Sutherland, Dunrobin Castle, 10; H. Green, 93, Belgrave-road, 5; H. Wright, Dunrobin Castle, 2; S. Wright, Hampton Court, 1; W. Mackinnon, Balmakill, 10; J. T. Griffin, 36, Worship-street, 1; E. L. Sheldon, 3, Lombard-court, 5; J. G. Graig, 17, Austin Friars, 2; G. Greig, Edinburgh, 1.

THE TRAMWAYS AND PUBLIC WORKS (IRELAND) CORPORATION (Limited).—Capital 500,000*l.*, in shares of 10*l.* To construct, maintain, improve, and work (either directly or by contractors) tramways, railways, telegraphs, telephones; also wharves, jetties, piers, harbours, and other public works. The subscribers (who take one share each) are—T. C. Briggs, 94, Piccadilly; M. F. Dormer, Balham; C. C. Baker, Clapton-park; T. Hendrick, 394, City-road; J. Young, 39, Pomeroy-street; R. Chatham, 75, Evering-street; A. Boote, Battersea.

THE WOLVERTON AND STONY STRATFORD AND DISTRICT TRAMWAYS COMPANY (Limited).—Capital 20,000*l.*, in shares of 1*l.* To construct, lay down, equip, maintain, and work tramways in the county of Buckingham. The subscribers are—J. S. Pierce, Putney, 10; C. Aveline, Wolverton, 10; A. Culverhouse, Wolverton, 10; J. L. Cooper, 76, St. Paul's-road, 1; H. Freeman, Clapham, 1; A. Martin, Brixton, 1; J. T. Carr, 15, Warwick-street, 1.

FFARINGTON, ECKERSLEY, AND COMPANY (Limited).—Capital 100,000*l.*, in shares of 50*l.* To acquire certain mills situated at Wigan, and continue the business of cotton spinners, doublers, &c. The subscribers (who take one share each) are—N. Eckersley, Wigan; F. W. Reynolds, Liverpool; J. Brown, Wigan; N. F. Eckersley, Wigan; J. G. Reynolds, Liverpool; A. Reynolds, Liverpool; C. S. Agnew, Manchester.

WOODBURY, TREADAWAY, AND COMPANY (Limited).—Capital 10,000*l.*, in shares of 1*l.* The business of manufacturers in connection with an "Invention of improvements in printing surfaces." The subscribers (who take one share each) are—W. B. Woodbury, South Norwood; A. Butcher, Penze; F. C. Hoyle, Upton Park; F. Rose, 11, Bonner-road; J. J. Whitty, Camberwell; A. Gardner, West Ham; A. A. Yeatman, Finchley.

THE CHANNEL SYSTEM OF TRAMRAIL.—Tramways having now become an established institution in the country it is but natural that inventors should exert themselves to the utmost to reach perfection, and in their efforts in this direction the Patent Tram Materials Company of Westminster Chambers appear to have been very successful. The system is very simple, although the construction is not very easily described without diagrams. According to our arrangements two longitudinal of truncated right-angled triangular section are formed; one screw in a scantling, 4 in. by 8 in., giving 3 in. bearing surface to the rail, and 5 in. bearing surface on the street foundation. The length of the pieces is immaterial. The bolt holding the rail in place may, if hard wood longitudinal are used, be a coach screw; but if soft wood is used an ordinary fang nut is employed, so that the bolt merely passes through the timber, and grips it by means of the fang nut. The head of the bolt is a cone, which, in descending, fits into a similar coned space, formed by the channel and a loose parallel key, about 2½ in. long. Thus, the force developed by screwing the bolt into the nut acts both downwards and laterally, thrusting the rail against the side and bottom of the channel, while pulling together the channel and the nut firmly gripping the longitudinal between the two. The rail proper rests in a continuous channel, of which one side forms the guard-rail, while the other side and bottom support the rail. The lower flange of the rail is notched out, that it may be dropped vertically over the bolt-head after the bolt is in position in the channel and timber, so that the actual rolling surface when worn is economically renewed without disturbing the street surface. The rail and channel break joint, therefore wherever the rail-joint may occur the channel acts as a combined fish and joint plate, and one tie-bar holds both rails securely in gauge. The tie-bars are formed from ordinary bar-iron, notched to receive the channel. As the channel must be laid in the notches it is impossible to lay the road out of gauge. There are, of course, several modifications of the system, which will readily suggest them-

selves; but the principle remains the same. The great recommendations is that the track can be relaid without disturbing the roadway, and this will, doubtless, suffice to ensure its very general adoption.

Original Correspondence.

CHILIAN COPPER MINES.

SIR.—Contrary to general expectation copper remains at the low price of 64½ per ton for Chili bars. Happily for the shareholders both of the Chilean copper mining companies whose share are dealt in on the London Stock Exchange have shown that they can make large profits with copper at low prices. Although the accounts of neither company to June 30 are yet issued both the Panulillo and the Copiapo Company have notified the amount of their approximate earnings, so that the dividends can be easily estimated. It may be interesting to investors to contrast the profits made by the two companies:—

For the 12 months ending June, 1883, the Panulillo profits at Chili amount to 39,000*l.*, against 44,000*l.* in the previous year. The debenture interest, London office expenses, &c., will reduce these profits to 31,000*l.*, admitting of the payment of a dividend of 15 per cent. Of this sum 12½ per cent. has been already distributed, leaving 2½ per cent., or 3*l.* per share to be paid at the end of next month. The Copiapo Company's profits, including those of the agricultural estate for the 12 months ended June, amounted to 23,015*l.*, against 20,980*l.* in the previous year. The London office expenses, there being no debenture interest to pay, will reduce the amount available for dividend to 21,400*l.* Of this nearly 11,250*l.*, or nearly 6½ per cent. have been distributed in quarterly dividends, leaving 10,150*l.*, or 5·80 per cent to be paid when the accounts are sent out early in November. Thus the dividend for the year will be about 12½ per cent. The Copiapo Company sold some forfeited shares last December at 4*l.* per share. There is a profit of 5000*l.* on this transaction, but I have not taken it into account.

Now the Panulillo Company's shares at present prices give a return on the price of about 9½ per cent., while the Copiapo shares yield nearly 10½ per cent. Both companies would benefit by any rise in the price of copper. If a final dividend of 4*l.* or 5*l.* per share be announced in November, Copiapo shares may rise to the price at which they stood last December. There is always the possibility of a silver mine, which the Copiapo Company has hitherto worked at a loss, becoming remunerative, and in this case the value of the property would be doubled. The present appears to be an excellent moment for investment in either concern. J. C. B.

London, Sept. 13.

WEALTH OF THE SOUTH-EASTERN STATES OF NORTH AMERICA.

SIR.—In a recent number of the Journal was an extract from the Scientific American on the wealth of South-East Virginia, which included a portion of this as well as other States in the area of from 12,000 to 14,000 square miles. I subjoin an extract from the Journal Observer, published at Charlotte, 71 miles south of this place. In it will be seen mention of many specimens of timber that have been sent to an exhibition that is just about to be opened at Boston. Many very large pieces of timber have been cut near here, and sent to that place, as samples of the timber wealth of this State. They were in lengths of 4 ft., and represented most of the valuable hard wood found here, several much larger, even up to 8 ft. diameter, but for the difficulty of cutting and transport to the railway. Almost daily large numbers of logs of very fine walnut are taken past this place for shipment, either to be used in the Northern cities or to be sent to Europe. The article says:—“But the best of all, and the one which will speak with the best effect for North Carolina, is the exhibit which will be made under the management of Dr. Dabney, who has been entrusted with that mission by the Department of Agriculture. He reports gratifying progress, and in a letter a few days ago to the Raleigh News and Observer, says among other things:—

The lumbermen marvel at the magnitude, the variety, and the beauty of our woods. They are very enthusiastic over our big cherry trees, our black walnuts, our curly maples, curly poplar, and curly pine. One lumberman, who has made a business of travelling all over this country from Maine to California, said to me yesterday that he did not know that such timber existed in this country. I was yesterday with the stone workers who are polishing our marbles and granites. Some of the specimens are ready, and I was astonished at their beauty and novelty. The Pee Dee black granite presents now a mirror-like surface, equal to anything I ever saw. The foreman of the shop said it was as fine as any granite in the world—better than a great deal which is sold here at \$2·50 per foot. Some of our porphyritic granites he pronounced perfectly unique. We have some specimens here containing olive-green felspar, purple quartz, and black hornblende, which attract great attention, they are so odd. Our grey and flesh-coloured marbles from Cherokee and Nantahala are as fine, they say, as any to be found anywhere. The flesh-coloured marble ought to be as valuable for ornamental work as the coloured Italian marbles. I only mention a few things which have been prepared and examined by experts. I know that we have enough surprises and delights for these people, when we shall get all of our boxes unpacked, to keep them in a state of electrical shock for two months at least.”

It would be difficult to convince the Bostonians, or any other people, without ocular proof, that 40 different varieties of marble are found in one county in this State, and that not a very large county either, some of which are as beautiful as any marble ever taken out of the ground. With the exception of the mining belt proper there has been, until within the past few years, practically nothing known about the wonderful and varied resources of this State, even among our own people, much less people at a distance. But the Agricultural Department, encouraged and co-operated with as it has been by the State Press and progressive business men of the State, has done much in disseminating valuable information on this subject, while some of our railroads, catching the spirit, have also done much in securing fine collections of our stones, minerals, timbers, &c., for exhibition. With the zeal in this direction, and which is increasing every year, we have hopes that it will not be many years before the people of other States will have some conception of what North Carolina really is, and what an inviting field it presents to the toiler and to the capitalist.

Concerning the iron industry of the South—which, like the mining, is open to any amount of development, all that is required being capital and judicious management—the Journal-Observer says:—A leading Alabama furnace-man states that his works are steadily producing pig-iron at \$8 per ton, and as further saying that the cheap labour and cheap material in the South enables it to produce iron at lower figures than England can do. Virginia produces iron at \$12, Tennessee at \$11 per ton, while in Pittsburgh, Pa., it costs \$19. With these facts looming up who can doubt that the South will ultimately control the iron industry of this country? As another evidence of the ability of the Southern furnaces not only to hold their own but to beat their Northern competitors, while numbers of Northern furnaces and mills have been compelled to shut down, temporarily at least, not one Southern furnace has been stopped, but several of them have added to their works to increase their capacity. And yet this industry in the South is but in its infancy, with both limited experience and limited capital to back it, while in the North it has had the best of skill and capital unlimited. But capital goes where it pays best, irrespective of geographical lines, and skill is commanded by capital, and both of these will soon seek Southern fields, which present such striking figures as those we have quoted above. As the spindles and looms will go to the cotton fields so will the forges and the anvils go to the iron veins which yield freely and cheaply. And while the South is destined to be not only the cotton producing but the cotton manufacturing section of the world, so will it be the great iron producing and iron manufacturing section.

Almost daily good openings are presented to my notice, and it

really is a sad thing to know how much capital is now seeking employment in England that might here be turned to large profit could the capabilities of the South-Eastern States be brought before an investing public. It is strange to me that even Northern men have hitherto neglected this. I may give an instance. Vast quantities of wood suitable for making wheels is found here, and is sent to the North to be converted into wheels, which are then sent back here to be used. I hear there is an idea of making these near here; but during the existence of these States no such things have ever been made in any of them, although labour is less than half what is paid in the North. Yes, indeed, there are numberless openings in these South-Eastern States, which are rich in everything but capital. In a few days I will send you a detailed account of the mineral products of the counties in this State of North Carolina, which is nearly as large as England, yet it has only 1,399,750 of population.—Thomasville, N.C., Aug. 30. HENRY MOON, M.E.

MINING NOTES AND RECOMMENDATIONS. (WEARDALE.)

SIR.—The difficulty of obtaining direct information as to what has been accomplished at Weardale is well known. The mines, originally leased to the Blackett family, and later to the Beaumonts, were worked privately, and there was, therefore, not the necessity for the publication of results of the adventure. However desirous the public might have been to know what had been done, or was being done, they would have found no encouragement from the lessees—indeed, if we are to be guided by general assertions everything of a statistical character was kept private, not with the intention of hindering the complication of mining statistics, for at the period referred to there was little or no attention paid to such things, they are of a later birth. The objection appears to have lain in the fear of a heavier rent being imposed. The secrecy with which the Weardale Mines have been worked involves a question of principle in relation to Church and State, but it is not necessary to discuss them here. The facts developed by the action of Bishop Barrington are all that we wish to be acquainted with. When the Bishop was promoted to the see of Durham he was waited upon by the agent of the mines after the customary manner to arrange the rent to be paid in lieu of the lot one, a charge to which the Bishop was entitled. Quoting from the evidence of Mr. Davidson before the Parliamentary Committee the Bishop said—“Well, I am a stranger to it, but if you will tell me what it (the lot one) is worth I am perfectly ready to agree for it.” After some little discussion the agent said—“It might be worth 800*l.*.” About the sum paid to the Bishop's predecessor. “Well, if it is worth 800*l.* I will take it.” The agent replied—“Well, I do not mean to say that that is the exact sum; it is worth, I will say, 900*l.*.” The answer was—“If you say 900*l.* I will take 900*l.*.” This sum was agreed to be paid during Bishop Barrington's incumbency. It afterwards came to the knowledge of the Bishop that the lot one was worth 4000*l.* a year, and so he consulted with his friend Sir Samuel Romilly. Following the advice received a bill was filed in Chancery, and after several years' litigation an order was obtained for 4000*l.* a year rent and all arrears, the total being 70,000*l.*; 10,000*l.* of this amount was spent in building and endowing a school at Bishop Auckland, and the balance in institutions connected with the Church.

The price of lead in those times was very different to what it is to-day, and occasionally very high prices were obtained—for instance, in May, 1836, pig-lead was nearly 30*l.* per ton. As may be conceived this price was not long maintained, for an increased output soon came about, giving, too, a spur to Welsh mining. Taking a later period—1860 to 1874—the average price of pig-lead was 20*l.* 15*s.* 8*d.* per ton, so that altogether enormous profits must have been made at Weardale. Turning to correspondence in the Northern Echo for February, 1882, it is stated that the lessee declined to furnish information to the Commissioners in support of a request for a modified rent, and therefore they were obliged to avail themselves of other means of ascertaining the approximate working costs and profits. The average output for the seven years ending 1878 was 8000 tons of ore, and the average price of the ore was found to be 10*l.* 10*s.* for those years. The year 1878 was taken as a fair year, and after allowing liberal expenses and deducting the same the sum stood thus:—8000 tons at 10*l.* 10*s.*, 84,000*l.*; expenses, 50,000*l.*, leaving profit for the year 34,000*l.* “If these estimates were extended to the years 1872 and 1877, when the price of lead ore amounted on the average to 14*l.* 7*s.* per ton, the net profits would be found to have been not less than between 50,000*l.* and 60,000*l.* per annum.” In a work on Lead Mines, published a few years ago, it is stated that the Weardale Mines through the generations which they have been worked have yielded 4,000,000*l.* to 5,000,000*l.* to the lessees, and the writer goes on to say “they are still very profitable, and are likely to remain so for years to come.” E. R. GABBOTT.

THE WEARDALE MINES NUGGET.

SIR.—I am astonished that your correspondent, Mr. Gabbott, in his interesting letter, has not noticed the nugget found in these mines by the vendors to the company, one of whom is I think a director of the Leadhills Mines, and for aught I know may have been one of the finders of the nugget got there. The Weardale nugget was not so large as the Leadhills nugget, but was it not worth 6000*l.*, and as I see only 50,000*l.* has been called up this forms 12 per cent. of the money spent.—Rutherford, Sept. 10. R. T. M.

CORNISH MINING—NEWLYN EAST DISTRICT.

EAST WHEEL ROSE AND OLD SHEPHERDS.

SIR.—This district of all others stood pre-eminent for a number of years. That there has been no great discovery for the last 30 years or more has been due to the lack of enterprise; true, attempts on a small scale have been made within this period, and had more money and perseverance been brought to bear the district would have continued to rank second to none in the county. There are many lodes within an area of a circle three miles diameter, with highly crystalline elvans and cross veins intersecting them, to which is not a little to be attributed the great accumulations of mineral met with in all the rich mines of the county whenever lodes come in contact with such intersections; indeed, they are essential for the production of mineral. Nature makes no mistake. I may as well be told that an apple tree can produce fruit without the beautiful indications of its blossom, as to be told that mineral in lodes is to be found in paying quantities unless in connection with such upheaves. The study of its scientific associations and geological phenomena gives convincing evidences of this assertion, and experience emboldens me to assert that there is not one-half the mystery connected with mining as would appear to deter private capitalists from its study.

The two great mines of the district, and indeed every district that I know of, made all their riches under the circumstances mentioned. A visit to East Wheel Rose will repay anyone having a thirst for scientific research, and can soon discover the cause of the great deposit of mineral in the last working. The levels as the water is being drained are taken up from where the late workers left off, and are being extended in the new or unwrought ground. The most southerly shaft of the set is called Roberts', which is sunk to the 40 only. From this shaft to the extremity of the set south is about 400 fms. of unexplored ground. In it at this shallow depth the lode is turning out 30 cwt. of lead per fathom. The 40 end has been driven south 18 fms. through a lode for the whole distance worth about 1 ton of lead per fathom. I do not attach so much importance to its present as to its prospective value, it evidently being the outcrop of a valuable deposit of silver-lead below. The lode altogether is a masterly one, being from 4 to 5 ft. wide, and like the outcrop of mineral generally make a small leader to begin with, widening on deeper development. Analogy points to a deposit of lead being near this spot, as about 10 fms. ahead of the 40 and there is a cross-vein, the influence of which is already telling on the value of the lode. This cross-vein intersects all the north and south lodes of the set in virgin or unwrought ground, and it is this ground that augurs as well for the present company, as did the north ground

for the late company when at the same depth, which afterwards gave East Wheel Rose a name of wide world celebrity. All the levels from the 40 down to the 110 are within practical distance of this ore ground, and must open out a mine of very great value.

Another important property of the district is Old Shepherds Mine, containing a group of lodes running parallel to and within a short distance of each other, giving another confirmation of my experience of the effect of cross-veins, elvans, and such like. The deepest point, the 120 fm. level, is being drained by powerful machinery, and clear to the 72 fm. level. In the drivages so far as cleared the leader or silver-lead part of the lode has all been taken away, and from the nature of the workings must have been very rich. In proof of this the last workers smelted their own lead and silver ore on the mine. The lodes are large, and what is left of them so far as cleared contain quantities of blende with patches of lead. The mine has not been wrought for over 60 years, blende at that time being of no commercial value, zinc metal not being known. This ore now fetches from 3*l.* to 5*l.* per ton. The old workers seemed to have had two distinct deposits of lead, about 50 fms. apart, converging in depth, and look as if they would form into one lengthened mass of mineral in depth. Records preserved state that the lode was merely cut through at the bottom of the shaft and proved to be worth 4 tons of silver-lead per fathom (the old section does not show any drivages at this level) when the mine came to an abrupt termination, owing to its ownership being disputed. This place has not been seen since, but without unforeseen let or hindrance another six months will bring them to this interesting point. There is about ½ mile west on the course of the lodes undeveloped, the value of which is not easily calculated, after which the lodes enter Wheel Albert sett, on which I hope, at no distant date, to make some remarks on its hidden wealth, together with other properties in the district.—Sporrier, Cornwall, Sept. 12. CHAS. BAWDEN.

DERIVATION OF HUEL, OR WHEEL.

SIR.—Bal, in old Cornish language, properly signifies pick or shovel, but was commonly used to designate a parcel of tinworks. Huel, whence our term Wheel often prefixed to names of mines, has the same meaning as Wheel-an-Vor—i.e., “the tin works by the way.” St. Day, Cornwall, Sept. 12. CHARLES BAWDEN.

CORNISH LANGUAGE—HUEL OR WHEEL.

SIR.—Your correspondent, Mr. Vincent, writing on the subject of the prefix Huel and Wheel to the names of Cornish Mines, says that the late Mr. George Henwood referred the origin of the term to the ancient Cornish word, huel or hole, and suggests that huel might have meant a mine without a (water) wheel, and wheel a mine with a wheel. Will Mr. Vincent pardon my expressing the opinion that the words huel and wheel have never differed in signification, and that the difference has consisted in the orthography only? I must confess myself also unwilling to fall in with the theory of the derivation of the prefix propounded by Mr. Henwood. I fail to find in ancient Cornish, Armorican, or Modern Welsh a single word similar to it in form or sound, which signifies a hole. The Cornish for hole was tol, which is the equivalent of the Welsh twll, and Pryce in his Mineralogia Cornubiensis says—“Huel, a work, a mine: as Huel Staen, a tin mine. Huel Kalish: the hard work” thus implying that he regarded the word as meaning a mine, a work, or an undertaking. Now turning to the Welsh, we have as denoting a work, a duty, or a calling “Gorchwyl,” the second syllable of which reads probably with precisely the same sound as that of huel in ancient times, and as nothing is more natural than that an initial syllable should be lost in a decaying dialect, while preserved in a parent language possessing a fixed grammar and an extensive literature I think we may safely conclude that huel is a remaining Cornish relic of gorchwyl. This view being correct, Huel Staen and Huel Kalish were once Gorchwyl Ystaen, and Gorchwyl Kaled, phrases which although not in modern colloquial use, would be intelligible to any Welshman of the present day. ANGLESEY MINER.

BWLCH CREOLAN SILVER-LEAD MINE.

SIR.—It is a singular fact that many thousands of pounds are spent annually in developing mines of an immoderate character, and that others of excellent prospects are taken in hand by people who do far more injury to them than otherwise in having the properties worked by companies with insufficient capital, and in direct opposition to the opinions of men of practical experience. Hence it is unfortunate that the above mine, with all its evidences of great value, which was adequately substantiated by the late Mr. George Henwood, M.E., a short time before his decease, should add another item detrimental to legitimate mining. This mine with its productive veins and splendid machinery would, with a further expenditure of a thousand or two, have proved a thorough success, inasmuch as Capt. Burn positively stated that he could return monthly at least 12 tons of lead from a level 50 fms. in length, and only 20 fms. from surface, and as soon as the deep level was brought up under the ore-bearing ground this amount would be increased. But before this could be accomplished the mine suspended operations. If the opinions of such an eminent engineer as Mr. Henwood and others were of any consideration to the shareholders, all grievances, if any, should at once be absolved with a determination to form a syndicate among themselves for the purpose of ore-purchasing, and an amalgamation with the phosphate mine carried out upon equitable terms. Then form a company to work the two properties on a sound basis. A little trouble with determination would absolutely result in success; but, perhaps, the situation is of a different aspect, and that the following quotation will apply, “I'm a gentleman, but I am short of the tools.” Nevertheless, it would be the only means of recouping the outlay which has already been made. When it is considered that nearly all of our dividend mines have taken many years and thousands of pounds before success was attained, it is curious to see those who were connected with this great property so tame and unconcerned, knowing as they do that everything required for the success of the mine is already on the spot, and that it will surely be sold at an astonishing low price. Castle Buildings, Llanrhaadr, Sept. 8. Z.

MINING IN CARDIGANSHIRE.

SIR.—Cardiganshire, which is at present suffering so severely from the depression in the lead market, is one of the most ancient mining districts in the kingdom. Whether the Romans ever did mine here, as is often confidently asserted or not, or whether Sir Hugh Myddelton derived from its hills the means of making the London New River, there can be no question as to its mines having been within a comparatively recent period the means of “making” more than one county family, as well as of adding considerably to the fortunes of several others; and it can be proved beyond a doubt that, within the last 30 or 40 years, the lead mines of this county have produced in actual dividends to public companies many hundreds of thousands of pounds, several of the mines having paid dividends regularly without a single gap for over 20 years. After all, mining in this county may be considered to be only in its infancy. The mines are generally very shallow, whereas the lead-bearing formation of the district is known to be of immense depth, and large areas, containing masterly lodes embedded in formations favourable to the production of minerals, are almost unexplored.

It is only comparatively lately that appliances for deep mining have become generally adopted in this county. Most of the mines until within the last 50 years were no deeper than they could be drained by a day level, and it was only in a very few instances, and that where the lodes were found exceptionally rich, that any attempt was made to penetrate below that level by means of the hand-pump, which primitive mode of mining was in a few instances applied to the depth of two lifts or stages. Thus, long after Watt and his brave lieutenant Murdoch had against all difficulties and the strong prejudices of Cornish captains successfully applied the steam-engine to the services of deep mining in Cornwall, the water-power of Cardiganshire so plentifully and conveniently distributed through its steep gradient valleys was allowed to escape unutilized, whilst many

a rich deposit of ore had to be abandoned only a few fathoms under water for want of the energy or the intelligence to erect a water-wheel and its necessary connections.

It is scarcely 50 years since the first water-wheel of any size was first applied to mining purposes in this county, and the first water-wheel of 40 ft. diameter was a great wonder to the natives, and the object of many a distant pilgrimage to view it at work. Steam-power, it should be remembered, has never to this day been applied to mining purposes in this county, except in a very few instances where water-power is not obtainable in sufficient quantities.

At the present day, however, there is no part of the kingdom perhaps so abundantly supplied with water-wheels as this. Wheels of all sizes, from 60 ft. diameter downwards, may (or might, many being just now at a standstill) be seen busily at work in all directions, many of them being conspicuous objects in the landscapes from their high positions on the hills. With the introduction of water-power for pumping purposes, the primitive mode of ore-dressing, until then in vogue, by means of bucking hammers and hand sieves, which were generally plied by the miners' wives and daughters in a hut outside the day level, while he himself and his lads were winning the ores from the lodes inside, had to give way to more modern and powerful means of ore-dressing, capable of dealing with larger quantities. This was done by the introduction of the ordinary mineral crusher, with a pair of rolls, varying in size up to 30 in. diameter, and the hand-jigger and the round buddle.

With this only one degree less primitive and imperfect mode of dealing with metalliferous ores the whole county seems to have rested perfectly content until lately, when Mr. George Green, at a great expense, and in the face of no small amount of prejudice, introduced his now well-known system of self-acting dressing machinery.

At present Cardiganshire, thanks to the efforts of Mr. Green, is perhaps better supplied with improved dressing machinery than any other mining district in the kingdom, according to its size and number of mines, and with your permission the improvements comprised in Mr. Green's system of metalliferous ore dressing shall be the subject of another letter. JNO. DAVIS.

Aberystwith, Sept. 12.

CARNARVON COPPER MINE.

SIR.—This mine appears to be one of the number of the neglected ones the cause for which cannot be shown on any justifiable principle; for whilst it is true that a great deal of money has been spent, it is also true that the operations which involved the expenditure have not been barren of results which ought to induce shareholders to carry out their original purpose. Looking at the past history of the mine, and its close proximity to the oldest and richest copper mine ever known in the county, there can be scarcely a shadow of doubt as to its yet becoming as famous as ever for the production of copper, and I am quite sure that if the shareholders knew the value of the property they have in their hands they would not allow it to pass from them without realising a good sum of money for it. Many thousands of pounds have been spent in sinking the new shaft and in making a communication between the both parts of the mine at the 90 fathom level which has well opened the mine both with regard to ventilation and raising the water and stuff, and it simply remains now to drive a few short cross-cuts to reach the bunches of ore. The mine has been now sunk 90 fathoms deep and a long level driven at the bottom to communicate the both parts of the mine with a view of draining and opening a great section of the lode which remains still whole to surface, as well as finding the rich bunches of ore that were lost by the former workers; and just as we have about reached that point it would appear as though a great many have got "weary in well doing." I do not think that there are many copper mines to be found in this country that can show much better prospects than this. At the 20 there is a lode worth 2 tons of copper ore to the fathom. At the 70 there is a lode of about the same value in whole ground, and some years ago we discovered a bunch of ore from which we raised 70 tons, but could not work it in the roof for want of ventilation, and could not sink on it because of the quickness of the water. If we could now drive a cross-cut at the 90 to intersect this it would drain off the water, and we could sink and rise and get a communication which would give facilities for working the ore at the 70, which is now locked up for want of them.

The value of the ore should not be lost sight of. All the ores sold by the present company, taking them together, will average from 11 to 12 per cent., which at the present market price is worth 77. per ton. In June of last year we realised an average price of 87. 10s. 6d., when Chili bars were not very much higher than they are now, and it is very probable that copper will go up again to that price. Then with regard to the expenses of working, the mine may be looked upon almost as an add mine, as there is water-power for everything. The cost of keeping the mine clear of water, including wages and consumption of materials, does not exceed 10s. per month; and so, taking everything into consideration, for those who want to go into a prospective mine I do not know where they can do better. —*Llanrwst, Sept. 13.* JOHN ROBERTS, M.E.

ADVANTAGE OF PRESENT INVESTMENTS.

SIR.—It is an old and hackneyed couplet, but one which never had more force than at the present moment that:—"When shares are high the public buy, but when they are low they let them go." During a long experience of mines and the mining market it would be difficult to recall a time when prices were as depressed as they are at present, and a careful enquiry into the position and prospects of a large number of our mines, coupled with the extremely low price of the shares, would convince any reasonable investor there never was a better time than now for picking up cheap shares in promising mines. Many investors may say it is difficult to get sound information, but despite a recent effusion to the contrary there are still many honest dealers and brokers who would afford the required information. —*London Sept. 1.* H.

SHOTT'S IRON COMPANY.—The annual meeting of shareholders was held at the offices of the company, Leith, on Wednesday, Mr. W. Lindsay, Chairman of the company, presiding. The balance at the credit of profit and loss account at June 30 was £281, odd. That was exclusive of £12,338, brought forward from the previous year's account, and which the directors proposed should be written off for depreciation. The directors certainly regretted that the company was not yet in a position to pay a dividend on the ordinary stock. They therefore proposed to carry the £281, odd to next account, less 27s. 6d. for a dividend on the preference shares. Looking to the favourable features in the company's business, the directors were not without hope that for the future they would be able to pay a dividend on the ordinary shares. The motion was seconded by Mr. A. Leslie, Newcastle, and unanimously agreed to. Sir William Miller, of Manchester, who retired by rotation, was re-elected a director; Mr. Carter was re-elected auditor, and a vote of thanks to the chairman closed the proceedings.

FORTHCOMING BOOKS.—Messrs. Cassell and Co.'s list of new and forthcoming books for the approaching publishing season includes many upon subjects in which the readers of the *Mining Journal* are interested. Among these are:—*Energy in Nature*, by Mr. William Lant Carpenter, B.Sc., Lecturer for the Gluehrst Educational Trust; *Vignettes from Invisible Life*, by Mr. J. Badoock; *History of the Year* (the edition for 1883); the fifth divisional volume of the *Encyclopædic Dictionary*; a supplementary volume of the *Dictionary of Mechanics*; *Cassell's Concise Cyclopædia*, a compact volume, containing biographical, historical, geographical, and scientific information; the completion of *Our Own Country*, an illustrated geographical and historical description of the chief places of interest in Great Britain and Ireland; and the completion of a new edition of *Cassell's Popular Educator*. The following volumes of the series styled *Manuals for Students of Medicine*—*Surgical Pathology*, by Mr. A. J. Pepper, F.R.C.S.; *Surgical Applied Anatomy*, by Mr. F. Treves, F.R.C.S.; *Clinical Chemistry*, by Dr. C. H. Ralfe; and *Human Physiology*, by Mr. Henry Power, F.R.C.S.—are nearly ready. Of *Manuals of Techno-*

logy the following will appear shortly:—*Steel and Iron*, by Mr. W. H. Greenwood, F.C.S.; and *Worsted and Woollen Industries*, by Mr. W. S. Bright McLaren. Treatises on Chemistry, by Dr. H. E. Armstrong, F.R.S.; *Electric Lighting and Transmission of Power*, by Prof. W. E. Ayrton, F.R.S.; *Fluid Motors*, by Prof. Perry, M.E.; *Flax Spinning*, by Mr. D. S. Thomson; *Watch and Clock Making*, by Mr. D. Glasgow; and *The Dyeing of Textile Fabrics*, by Prof. J. J. Hummel, are in preparation.

Meetings of Public Companies.

LANGFORD SILVER AND COPPER MINING COMPANY.

An extraordinary general meeting of shareholders was held at the offices of the company, Gracechurch Buildings, on Tuesday, Mr. J. Y. WATSON, F.G.S., in the chair.

Mr. C. B. PARRY (the secretary) read the notice calling the meeting.

The CHAIRMAN said that before the formal business of the meeting commenced he wished to read the following letter addressed to the directors:—

GENTLEMEN,—As we are given to understand that you have not received sufficient applications for the preference shares in Langford, and that those sent in have been dependent upon all being taken, so as to secure ample capital for carrying on the mine, we presume a liquidator will be appointed at the meeting according to notice, and to save the property, and the great results that may yet be realised from it, to the present shareholders, we beg to suggest (as the holders of 1000 shares ourselves, and on behalf of many other large shareholders) that a Cost-book company be formed, in 12,000 shares of 5s. each, to purchase the property as a going concern. The present limited company is in 25,000 shares, 20,000 issued 10s. paid, and upwards of 11,000, have been expended, chiefly in machinery and buildings, and clearing shafts and levels, preparatory to the great discoveries we have all been led to expect when the mine was drained and properly explored. Yet for the want of a small further outlay all this may be lost to the shareholders if such a plan as we propose is not carried out, for to break up the machinery and sell it piecemeal would not more than pay the debts of the company, whereas the 3000s. raised by the 12,000 shares would not only pay all debts but carry on the mine for nearly 12 months, before which time some good discovery might be made, as East Cornwall Mine, which made such great riches at shallow levels, has been added to the company's property. We propose, therefore, if the company is wound up, to take a provisional sale of the whole property from the liquidator for the sum of 15000. To form a Cost-book company in 12,000 shares of 5s. each, to be conducted on the same lines as Wheel Crebor—that is, every cost and bill to be paid up monthly, and no liability whatever being taken up. A committee consisting of five shareholders, holding not less than 200 shares each, to be appointed to audit all accounts monthly. Mr. Moses Bowden, the purser of Wheel Crebor, has agreed to undertake the purserhip of the mine as Langford and East Cornwall United. No further call beyond the 5s. to be made for six or eight months at least, and then no call to exceed 1s. or 2s. per share at a time. That the whole 12,000 shares at 5s. each be offered to the present shareholders, and to them only, in the first instance, but those not taken up by them to be disposed of to others who may apply; and we are given to understand that many persons in Cornwall are ready to take up the shares. A holder of 1000 25,000th shares in Langford, at a cost of 10s. each, would be entitled to 500 12,000th at 5s., holding thus precisely the same interest in the mine as formerly. We are prepared to take our proportion, or 1000 shares, if necessary, and would only add that the secretary has lately had the mine inspected by an agent well acquainted with the district, and who is very sanguine as to early dividends being made.

(Signed) WATSON BROS.

The CHAIRMAN, proceeding with the formal business, said that, though they had received a large number of applications for shares, they were dependent on the directors. The directors had, therefore, come to the conclusion that it was utterly impossible to get the capital under the Limited System, whereas there were plenty who would go into it if it were a Cost-book mine.

Mr. SIMMONS enquired what number of shares would be absorbed by the present applications. —The CHAIRMAN said 825.

Mr. SIMMONS: Are those all that have been applied for? —The CHAIRMAN said the number did not include the applications of the directors. The directors took 1000 shares each at the outset, and they still held them. (Hear, hear.) In a limited company it was impossible to make people come forward. It would be a great pity to close the mine at a juncture like the present, and throw all past expenditure away. (Hear, hear.)

Mr. SIMMONS enquired what were the company's present liabilities? —Mr. PARRY said in round figures they were about 10000, and meanwhile the costs had been running on at the mine.

The CHAIRMAN: The engine is at work keeping the mine drained, and of late I have had to pay the costs. If the property were sold piecemeal to-morrow the proceeds would only about pay the debts. The capital now asked for will pay off every liability, and leave a good working balance for eight or ten months. We (Messrs. Watson Brothers) are the principal creditors, because, during the time absorbed by all these appeals to the shareholders, we have been carrying on the mine. I know a great many people in Cornwall will join this company if it is put on the Cost-book system. At Crebor we meet every month, and allow no debts to accrue, and we should do the same with Langford. We have done all we can so far to cut the lodes that are in the mine. We have a fine lode in the shaft, but as yet we have not come to the junction. (Specimens of a very rich character were exhibited at the meeting as taken from the shaft.) In starting this company no premium or promotion money was paid. We (the directors) all took 1000 shares each, and, as I have said, we still hold them. I am decidedly of opinion that the best way to get our money back is by going into this as a Cost-book Company. Mr. PARRY some time ago examined the mine, and was so pleased with what he saw that he bought 1000 shares, and I bought some more too.

Mr. PARRY: There are all the silver lodes untouched. At the last working they returned a considerable amount of silver equal to 4000s. worth.

The CHAIRMAN: The machinery was taken up, and the costs would not be more than 1500, a month, though they had been as high as 5000.

Mr. McMillan remarked that the present intention was to go into a fresh combination in which all the old shareholders would be invited to join at the rate of 5s. per share.

The CHAIRMAN said that if the resolution to wind up were passed, then this alternative would be offered to the shareholders as preferable to the loss of the whole of their capital. Whilst the various ordinary and special meetings had been held the costs had been going on, and he had had to pay them. (Hear, hear.)

Mr. SIMMONS: How many shareholders are there in the company? —Mr. PARRY: 134, representing 19,678 shares, practically 20,000.

Mr. SIMMONS then proposed, and Major MARTIN seconded—"That it has been proved to the satisfaction of this meeting that the company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same." This was agreed to unanimously.

Major MARTIN proposed, and Mr. PRATT seconded—"That the company be wound up voluntarily, and that Mr. C. B. PARRY be and he is hereby appointed liquidator for the purpose of such winding-up." This also was carried unanimously.

A short conversation then took place, in the course of which the shareholders present who had applied for preference shares in the limited company expressed their willingness to take the like amount in the proposed Cost-book company.

Major MARTIN proposed a vote of thanks to the Chairman and directors, which brought the proceedings to a close.

COLLACOMBE CONSOLS MINING COMPANY.

A general meeting of shareholders (the first since the mine was started on the Cost-book System) was held at the mine on Monday, Dr. KEMPTHORNE in the chair.

Mr. NICO LLS (the purser) read the statement of accounts, which showed a balance in hand, as the result of five months' working, of nearly 2000. The expenditure amounted to 1485s., of which 985s. was for labour costs and 500s. on account of the purchase of the sett. The receipts included 1500s. call made at the last meeting in May, and 5l. 10s. discount on merchants' bills.

Capt. W. Skeewis and S. Hitchens, the agents of the mine, in their report upon the operations, said that about 70 fms. west from the shaft they commenced a cross-cut, and struck a north lode about 1 ft. from the main lode, and had now laid it open for 2 fms. in length and for 8 ft. wide. There was no appearance yet of the north wall, and the lode was still letting out a large quantity of water, and producing as much rich quality ore as when first struck. Altogether the lode was a strong masterly one, and one from which they would get a large quantity of copper ore. This and the old lode which was near must be worked together in depth, and were 12 ft. wide. The most important feature, however, was the immediate sinking of the engine-shaft some 15 or 20 fms. deeper, at which point the junction of the new and old lodes was likely to be met with, and from what was now to be seen at the 96 it was more than likely that such discoveries would be made at the junction of the lodes as would be the means of paying dividends to the shareholders for many years.

Capt. Skeewis added that they had cut into the new lode for about 8 ft.; they had stripped it down for a little more than 2 fms.; it was so far stripped down as to give an average of 2 fms. long, 6 ft. wide, and 8 ft. high, and they had broken from it some 8 to 10 tons of copper ore. The two lodes were at present about 12 ft. wide, and judging from present appearances he believed the new lode would have from 4 to 5 ft. added to it. It was an enormously strong lode, with fine rocks of yellow ore of splendid quality, and he had no hesitation in saying that when the shaft was down another 15 or 20 fms. and the two lodes were through it, he would put 40 men to work upon it, who would break enough ore to keep two crushers going day and night. He had never seen a lode of greater strength or with richer quality ore in it than that which they had recently discovered.

Mr. CHURCH remarked that he had been over the floors prior to the meeting, and having seen the piles of ore raised from the new lode, he was bound to say that it was one of the finest lodes he had ever seen in the district.

Mr. NICO LLS remarked that one important feature in connection with Collacombe Consols was that they did not require the use of much powder or dynamite. Up to this time he had not been called upon to pay a single bill for explosives. The ground was easy to drive, and could be driven for something like 30s. per fm., which was a very different thing to having to pay 9s. or 10s. a fathom, as was the case in some mines.

Capt. COWARD, who had been underground that morning, fully corroborated what Capt. Skeewis had said as to the present position and prospects of the mine.

When the shaft had been sunk some 10 or 15 fms. there was every chance of their opening up a very valuable property.

Mr. S. JAMES, of London, replying to the toast of his health, proposed by Mr. J. R. JAMES, said he had been down the mine that morning, and it was impossible not to agree with all that had been said by previous speakers.

The proceedings terminated in the usual manner.

ANDERTON TIN MINE.

STARTING OF AN ENGINE.

On Monday last the new engine for pumping the water out of Anderton Mine, situate near Tavistock, was started, and christened the "Murray" engine by Mrs. J. Murray, the wife of the purser, in the presence of a large number of people, among whom were several of the leading inhabitants and mining men of the district. The ceremony took place shortly after 2 P.M., and among those present were the following ladies and gentlemen:—Messrs. Murray, Perry, Renwick, and Bowhay. The Worshipful the Portreeve of Tavistock (Mr. J. J. Daw, J.P.), and Messrs. J. Murray, the purser and largest shareholder, S. West, W. Pinson, T. W. Heywood, R. Clements, A. Honey, Exeter, S. Payne, W. Wendon, Ivybridge, T. Knight, W. Brenton, R. D. Renwick, Torquay, J. Cohen, Devonport, T. Perry, Torquay, J. Mitchell, T. W. Greenfield, R. M. Thornton, A. Francis G. Prout, W. Newton, J. Newton, W. J. Wilcock, C. L. Duke, and Capt. W. Phillips, S. Mitchell, and J. Bowhay (the resident agents). A bottle of wine was affixed to the nose of the bob, and after the fly-wheel of the engine had performed one revolution Mrs. Murray dashed the bottle of wine against the bob by means of a cord attached to the former, which she held in her hand, at the same time naming the engine, and wishing it success. Simultaneously the lead having been given by Capt. Bowhay, vociferous cheers for Anderton Mine were indulged in. Most of those present then returned to the engine-house where wine, biscuits, and other light refreshments were partaken of. Water having been brought to surface the ceremony came to an end, and an adjournment was then made by the invitation of Mr. Murray to the Bedford Hotel, where an excellent luncheon was served up under the superintendence of host Noney. In all, about 30 persons sat down to the luncheon, the mine party having been joined at the hotel by Mrs. Legassick, Miss Legassick, and Mrs. Cooper, the widow, daughter, and niece of the late Mr. J. Legassick. Mr. MURRAY presided, the vice-chair being occupied by Mr. PERRY, F.G.S., of Torquay, and the place of honour was accorded to the Portreeve of Tavistock. After the usual loyal toasts had been duly honoured:—

The CHAIRMAN thanked the company for their presence, remarking that up to that time Anderton Mine had been a quiet, progressive, undemonstrative institution, and he trusted that now they had come to that part of its career when it would be recognised as a fact, as a thing that existed, not as a thing that was about to exist.

The VICE-CHAIRMAN proposed "Success to Anderton Mine."

(Applause.) They had seen that day in starting that new pumping-engine the commencement of a new career for Anderton Mine. As one who was not a practical miner, but who looked at mining as an outsider, he had always observed that there had been three epochs or eras in tin mining. The first of them was that very rough style generally attributed to the Phœnicians, but more probably adopted by the Romans, when they cut into the side of a hill as far as they could go, and when they came across a bottom too deep for them they were obliged to give up and go somewhere else. Following that came another form of mining, when they began deeper down on the side of a hill, drove an adit under, and took away what was above them, but were prevented from going below the adit level simply from the fact that the water would not allow them to go there. In our own day, since the steam-engine had been pressed into mining, the mine ceased working from going deeper. Now they were enabled to get at that portion of the mine which lay below the adit level. That meant that they were able to cut into deep tin, and, of course, the deeper the tin the richer the lodes. The wealth that could be got in the small depths had been tried for in ages past, and some portion of it had been extracted, but the deeper and richer wealth which the water prevented them from reaching without hand-pumps and buckets was now to be reached by the aid of the powerful engine which had been started that day. A few months ago they attempted to open what was known as a winze. They were able to go but about 4 fms., as the water prevented them from going deeper. They took off at the commencement of that winze 4 fms. of tinstuff, and believed he was right in saying that those 4 fms. of tinstuff returned 415s. (Hear, hear.) They were driven out from that winze by the water. The engine started that day would enable them to drain the winze and deepen it and open on to a rich lode which was known to lie beneath. It was known to mining men that they had not yet reached the richest part of the mine, which was where two of the principal lodes met. The deepest part of the mine was the richest part. It was by forcing the mine and reaching that part that the riches of Anderton would be obtained. The speaker alluded to the successful starting of the engine, and remarked that the few gleams of sunshine which burst forth while the engine was being christened might be taken as an omen of the future success of the mine. It was with very great pleasure that he asked his brother shareholders to drink to the success of the mine, and at the same time he would express their thanks to Mr. Murray for the very great energy, perseverance, and ability which he had brought to bear on the mine. (Applause.)

The CHAIRMAN, in returning thanks on behalf of the mine, said if he proceeded to give them a brief outline of the history of the mine, and of the facts which had led those connected with its management to do what they had done, he would leave them to judge whether the officials had merely indulged in flights of fancy. It was well known that he had been connected with mining for many years. It was also known that they had erected a water-wheel and 12 heads of stamps on what they called the lower mine. From that part and through the adit they had returned many parcels of tin some years ago. But, as was well known, tin lodes varied, sometimes being rich and sometimes poorer; and it happened then that the lode which they were working on was poor. The consequence of this was that for several years the mine ceased working, and they waited "the troubling of the waters" in order to move onward with the time. About two years ago they recommenced and continued driving an adit level. They had not gone far before they came along a large cross-course. They drove through this cross-course, and then they began to drive northward, having driven westward through it, and there they stumbled across a lode which had not been, as far as was known or heard of, seen before in Anderton Mine. That they had called the new lode. They had been driving westward some little distance on a point that must be determined. They were disposed to think it was a lode and that they would reap benefit from what was known as the Middle lode in Anderton. It was the opinion of many experts that there was towards the south another lode which they hoped if they were spared to develop. They drove westward on this new lode about 10 or 12 fms., and they found that as they went westward the lode increased in riches. The high backs were full of tin, but the further up they went the more largely was it charged with iron, and some of the Tavistock experts foretold that there was no tin there but only iron. They had got through the iron, and had succeeded in obtaining tin, and selling a large quantity of tin out of the iron. On May 5, 1882, they made under what he might call the present working their first sale of tin. During a period of 15 months since they had made six sales out of the adit and out of the winze, and these six sales of tin represented something over 40 tons of tin, a much larger amount than any other mine in the district had raised. The tin was poorer the higher they went, but as they came down the quality improved. From one of these winzes which had been sunk 4 fms. by Capt. Bowhay they taken out a quantity of tin, in which they had raised 480s. Another fact which demonstrated itself to them on this point was that it was a mere fact "spurt" of tin as it was called, a pocket, or a thing that was going to run out. There was every indication to the contrary, as there was what miners called a strong shoot of tin, a strong lode leading downwards. Looking at the lode dipping southward and the lode they were now working on dipping northward the inference was that these two lodes would come together, and according to experts, in about 3 or 4 fms. down the junction would be effected. That, according to Capt. Bowhay's estimate, would give them a large increase per ton of tin. He asked them, as common-sense people not connected with mining, when they knew that tin of such quality existed, that it was holding on as tin of this mine was, and proving better the deeper they went, what was the natural inference to be drawn from this? It was that the lower down the mine was worked the larger amount of money they would realise. That was precisely the reason why they had started the engine that day. They were originally deterred from progressing with the working of the mine by the water. They had now put up a large engine 30 in. in diameter and 10 ft. stroke, said to give an active force of horse-power, and calculated to drain the mine to the bottom of the shaft if it were 150 fms. deep. Some said that the shaft was 80 or 90 fms. deep, but he thought it was probably 70 fms. in depth. As for the estimate of the depth of the adit, at present they were putting in pumps and making a first effort 20 or 30 fms. down, and by turning water out to that depth they would get to that point where the junction was sure to take place, and where Capt. Bowhay had estimated there was 30,000s. worth of tin. He did not state that as a fact, but as an estimate. Capt. Bowhay was of opinion that south of this there was another lode, west of cross-course, which had not been seen at all yet, but where they hoped to find riches. They had this remarkable fact, that the top of the shaft where they quarried the stone to build the engine-house they came upon a lode of tin 3 fms. in width, and which had yielded from 7 to 10 lbs. of tin per ton of stuff. There were 16 heads of stamps on the mine in addition to the 12 that were fixed, and four auxiliary heads, making in all 32 heads of stamps, if they kept all these stamps going they might be sure that they would not only have a good mine, but a mine that would add immensely to the reputation of the Tavistock district as a mining neighbourhood. They had lately procured a good engine for hauling purposes which would soon be placed on the mine, the engine they had started to day being for pumping and stamping purposes. He hoped and fully believed that before long very large returns would be realised. (Applause.)

Mr. W. NEWTON, of Tavistock, said rather more than 50 years ago he was one of the shareholders who started Anderton Mine. They then raised some of the finest ore that was ever seen in England, and had a fine rock of ore taken on a wagon to Plymouth, accompanied by a band of music. The mine ought never to have been stopped. He was certain that it would turn out to be a very rich property.

The CHAIRMAN alluded to the public spirit which the Portreeve of Tavistock manifested on all occasions when he was called upon to act in his official capacity. He had lately opened the public bath which was given to the town by the Duke of Bedford, and no doubt he would take part in the unveiling of the Drake statue. In fact, Mr. Daw did all in his power to give impetus and prosperity to the town of Tavistock. He, therefore, had much pleasure in proposing "Prosperity to the Borough of Tavistock," and in coupling the health of the Portreeve with that toast. (Applause.)

The PORTREEVE, in responding, said he hoped and trusted that the shareholders would have a good mine at Anderton. Without such an engine as they had started that day it must have been impossible to do more than just scrape the surface at the mine. He hoped, wished, and trusted that they would have a rich and lasting mine in Anderton. He knew that when mining prospered Tavistock also prospered, and he was sure that the people of Tavistock would only be too glad to meet the directors of Anderton when it became a

MINEOWNERS STOCK AND SHARE DEALERS, &c
1 ST MICHAEL'S ALLEY, CORNHILL, LONDON

From Mr. JOHN B. REYNOLDS:—The readers of the *Mining Journal* will not have been at a loss to gauge the present state of the markets, owing to the very full reports which have appeared in the daily papers. The fall in some securities has been so serious as necessarily to embarrass many who are affected by the drop. Again and again is the folly of operators buying what they are unable to pay for illustrated. It is all very well to buy in anticipation of money which you know must come; but to enter into a contract for stocks of any description, which the buyer knows he must sell before the transaction can be settled for him, is ruinous business in the present run. The only security which is held in the most moderate and sane opinion of a somewhat serious kind will be upon us. That is evident from the heavy fall in one or two prominent Stock Exchange securities. The holders of good mine shares may, however, well be contented, their position being just now a most enviable one. Happily there is little or no mining stock in the hands of money lenders, and the state of the mining market, although quiet, is most assuredly sound. We cannot overlook the steady price which has ruled for some time for the first-class shares of the great mining companies, and, when we consider the general tone of trade, it must be admitted that the present price is satisfactory. But what will be the state of matters when advances another 10*c*. or 20*c*. per ton? It will be more transparent than ever how unwise those people are who at this excellent opportunity refrain from buying first-class mining stock at present depressed prices. It is all very well for people to decry mining securities, but the reason why so many so many look back with regret at the state of common sense; that it is obvious that the public are not just at this time buyers. What can be the cause of their inactivity is precisely what has been said in the past over and over again after the tide has suddenly turned. The public will most probably be rushing after mining securities before we are much older with an eagerness

There is a good deal of lead now in the bottom of it, and every prospect of its continuing downwards and having regard to the ore now seen in the 50, and the prospects of a still further increase in value, the sinking of this shaft cannot be pressed forward with too great a speed, it being required to facilitate the quick and profitable working of this part of the mine, and the lower levels

and good stones of tin; this will be holed to the top some time this month. The
ode is small and unproductive in the 80, driving east from the old engine-shaft.
We purpose putting these men to drive a short cross-cut south at the 80, east of

Gundry's shaft, to see a pass of the lode that we are working on tribute in the level above. The lode in the winze in the bottom of the 100, west of the old engine-shaft, is 4 ft. wide, and yielding some saving work for copper and tin.

MID-DEVON COPPER—James Neill, Sept. 8: A Shaft: Water in fork to nearly the 80; machinery working well, and kept at three revolutions, which is a little over water-rate. -O Shaft: The slope in back and side of 50 is yielding good branches and deposits of yellow ore, and promises an improvement. The 50 east, driven by six men and three boys, with rock-drill 2 ft., being hard and unpromising has been stopped, and the men put to cross-cut north from existing level. This cross-cut has been extended 7 ft., and am pleased to report a decided change in the character of the strata. It is composed of garnet, hornblende, quartz, and chlorite, with occasional small deposits of ore, and has the appearance of leading to larger quantities. -Surface: Men engaged at general work necessary to put in order and restore the land disturbed by alteration to rods; shall get it completed next week.

MONA CONSOLS—J. Mitchell, Sept. 12: The sinking of the engine-shaft is progressing fairly, and the men hope to put on another pump about the latter end of this week. We have about 1 fathom more to sink to be deep enough to cut pit preparatory to driving to open up the lode. The shaft is being continued the same size as before, and the lode is showing itself strong in going down stopped with copper ore.

MOUNT CARRIS—W. Tregay, George Johns, Sept. 13: The engine-shaft sinking below the 50 is being pushed down with all speed. The lode in the winze sinking below the 50 is worth 20¢ per fathom for 6 feet wide, which is the breadth being carried. The lode in the 38 under the Carbons is worth 20¢ per fathom. All other levels are reported.

NEW CARADON—Richardson, Sept. 12: We have cleared the stuff in the shaft and about the adit level referred to in last week's report, and the men are now busily engaged securing the shaft about this point. The walls of the new shaft's shop will be finished in a day or two, when the whole of the masons will be employed building, loading, &c., for water-wheel.

NEW KITTY—W. Vivian, Sept. 13: The 50, driving west of cross-cut, lode about 2 ft. wide, very vividly in appearance, producing stones of tin. -Thomas's Shaft: Sinking below the adit level; lode from 2 to 3 ft. wide, of a very promising character, producing munda, copper, and tin.

NEW WEST CARADON—Richardson, Sept. 12: In driving the 38 cross-cut south of Hallett's shaft we have just intersected a sparry lode, about 20 inches wide; and, although poor in the cross-course, may be found productive when driven on away from the influence of the same. Clyma's lode, in this level, is showing signs of copper ore. The little north lode on which we are driving west in this level is from 10 to 12 in. wide, yielding good stones of copper ore. A slope in back of the 40, on the main lode, is producing saving work. Two stops in back of the 30, on this lode, will yield together 2 tons of copper ore per fath.

NORTH BLUE HILLS—S. Bennett, Sept. 13: Although the lode at the bottom of the engine-shaft now being sunk below the 14 maintains its size, about 2 ft. wide, yet it has not thus far improved in the production of copper ore, nor in there so much munda as there was a few feet higher up. The ground, however, is becoming somewhat harder, and this will, probably, affect the lode in some way or other very shortly.

NORTH GREEN HURTH—J. Poljase, Sept. 6: The vein in the deep adit level is about 1 ft. wide, composed of clay. The men will soon hole to the rise, in the back of deep adit level south. The level in the new property is without any change.

NORTH TRESKERRY—Pryor and Son, Sept. 13: The setting for this month was as follows:—The deep adit level to drive east cross-cut, north of Scorrer Consols engine-shaft, on No. 2 tin lode, by four men, at 4¢ 5¢ per fathom, lode worth 20¢ per fathom for tin; also to drive west cross-cut on No. 1 tin lode, by four men, at 5¢ per fathom, worth 15¢ per fathom for tin. We have drawn to surface a large heap of tinstuff from these lodes, the quality of which will bear fair comparison with the richest tin mines in the country at the same depth, and we should strongly recommend the continuing of the deep adit cross-cut from No. 2 to intersect the well-known lodes which can be reached within 50 or 60 fms. from the present end; to do this the shaft must be sunk from its present bottom to the deep adit level, and when this part of the property is developed it is our opinion that equally as good a mine will be opened up as the West Kitty and other neighbouring mines in the same parish. (St. Agnes).

OKEL TOR—H. Bulford, J. Rodda, Sept. 13: In consequence of the breaking of the H-piece at the 85 at the engine-shaft the water has risen so that we have been unable to sink the new shaft during the past week; but we have now placed the H-piece, and the water will be drained to the bottom level by the end of this week. The different points underground are looking just as reported last week.

OWEN YEAN AND TREGURTHA DOWNS—William Derry, Henry Prin, Sept. 13: The poppet-heads and pulleys were lifted into position, and the angle pulleys fixed to draw from the stack shaft. By Saturday next the rise in the back of the 40 will be communicated with the shaft sinking below the 30. The lode in these workings is most productive of tin. The masons are rapidly progressing with the engine-house for the new stamps. The west rise shaft is cleared below the troublesome ground, and will now require very little timber. All other works are proceeding in a satisfactory manner.

PANDORA—W. H. Bortase, Sept. 13: The lode in the 13 on No. 2 east and west lode is still improving. No. 1 pitch in the back of the 33, on Goddard's lode, is looking well, fully worth 2 tons of lead per fathom. Other pitches are looking better for blende, but producing a little less lead. No lode in the 23 cross-cut yet. The weather is very fine, much against our water-supply; after to-day we shall only have enough to keep the wheel pumping without ruining the risk of falling.

PARYS COPPER CORPORATION—T. Mitchell, Sept. 12: The 90 east cross-cut is looking more hopeful than we have seen it some time. There is a little copper and sulphur showing in the hanging side of the forebreast, and we hope this change will lead to something valuable as we advance in this direction. The end driving west of cross-cut at this place continues to look much the same as last week. The ground here contains small strings, or faces, of copper ore and sulphur in the joints, which is considered a favourable indication in connection with the lode about this place.

PENHALGON—S. Bennett, Sept. 12: There has been not much alteration either in the size or value of the lode in the 80 west end for some weeks past. In the 70 east end it is worth 6¢ per fathom. The 60 east end has slightly improved, and is now worth about 5¢ per fathom. In the 60 cross-cut north another large gossan has been passed through, to the north of which the kilas is somewhat harder and mixed with small veins of blende, indications of a lode near at hand. On the Balldu lode the 42 west end is producing a little tinstuff but not of much value.

PHENIX AND WEST PHENIX UNITED—John Truscott, Sept. 13: Setting Report: Becombe's Shaft: The 200 to drive west from a point east of this shaft, by six men at 15¢ per fathom; lode worth 10¢ per fath. for part carried. -Old Sump Shaft: To stop the back of the 130 by four men at 3¢ per fathom; lode worth 14¢ per fathom. No. 1 stop in the back of the 120 by six men at 2¢ 15¢ per fathom; worth per fathom 15¢. No. 2 stop in the back of the 120 by four men at 2¢ 15¢ per fathom; worth per fathom 15¢. No. 1 stop in the back of the 110 by four men at 4¢ per fathom; worth per fathom 15¢. No. 2 stop in back of the 110 by two men, where the lode is worth 20¢ per fathom. To rise in back of the 80 by four men at 4¢ 10¢ per fathom, the rise being principally in granite. To stop the back of the 80 by six men at 2¢ per fath.; worth per fathom 16¢. The 60 to drive west by two men at 3¢ 10¢ per fathom, the end being in the gossan part of the lode. No. 1 stop in back of this level by six men at 3¢ per fathom; worth per fathom 15¢. No. 2 stop in back of this level by four men at 2¢ 10¢ per fathom; worth per fathom 10¢. No. 3 stop in back of this level by four men at 2¢ 10¢ per fathom; worth per fathom 20¢. The 50 to drive west by six men at 14¢ per fathom; lode worth for part carried 1¢ 15¢ per fathom. To rise in back of 50 west by two men at 3¢ per fathom, the rise being in the gossan part of the lode. No. 1 stop in the back of the 50 east of this shaft by four men at 6¢ per fathom, rising by side of lode. The 60 to drive west by four men at 18¢ per fathom, containing a little tin, but not sufficient to value. The 50 to drive west by four men at 9¢ per fathom; lode worth for part carried (6 ft.) 35¢ per fathom. No. 1 stop in back of this level by four men at 4¢ per fathom; worth per fathom 15¢. No. 2 stop in back of this level by six men at 5¢ 10¢ per fathom; worth per fathom 10¢. No. 3 stop in back of this level by six men at 6¢ 10¢ per fathom; worth per fathom 15¢. The 40 to drive west by four men at 14¢ per fathom; worth per fathom 15¢. No. 1 stop in back of this level by three men at 4¢ per fath.; worth per fathom 10¢. No. 2 stop in back of this level by six men at 4¢ 10¢ per fathom; worth per fathom 12¢. No. 3 stop in back of this level by two men at 3¢ 15¢ per fath.; worth per fathom 13¢. No. 4 stop in the back of this level by four men at 4¢ per fathom; worth per fathom 20¢. -Stowe's Shaft: The 70 to drive east by two men at 4¢ per fathom; worth per fathom 8¢. To stop the back of the 60 east by six men at 3¢ per fathom; worth per fathom 35¢. Four pitches were set at tributes varying from 9¢ to 12¢, in 14 ft. tin and copper.

POLCREB—W. Martin, Sept. 12: Setting Report: Engine-Shaft: The 30 to drive east, by six men, at 3¢ 15¢ per fathom. In the early part of last week the north side of the level was letting out water freely. I put the men to drive north, and in 6 ft. driving we intersected the north part of the lode, which is 2 ft. wide, and of a most favourable character for producing tin; this being speedier for driving we shall continue the drive on the north part. -Highburrow Shaft: The 30 east end to drive by six men, at 3¢ per fathom; for the short drives of these ends the lode is opening out satisfactorily, and we extend towards the rich run of tin ground we may reasonably expect a further improvement. The prospects in the west end are so favourable that we have put four men in the 17, about 20 fms. west of Highburrow shaft, to prepare to sink a winze to communicate with the 30 and open the ground for stoping. The tributes are preparing a parcel of tinstuff for sale.

POLROSE—W. Bennett, Sept. 12: The lode in the shaft is still producing saving work for tin, and we frequently meet with large stones of very good work. The last day or two I have noticed some strong spots of copper in the lode, which I do not at all dislike to see; as there are branches of peash, &c., coming in from the south, which will shortly drop into the lode, and from present appearances I shall be greatly disappointed if we do not have a change for the better ere long.

PRINCE OF WALES—S. Roberts, Sept. 11: We have nothing new in the mine to mention since last week. The lode in the 102 east is still split up in small branches. In the 102 west there is no lode taken down. We have not quite cleared the 90 level yet; we have filled the stopes, and now we shall tram the remainder to shaft; we are doing our utmost to hasten the work.

PRINCE OF WALES—S. Roberts, Sept. 12: We have no alteration in either ends nor stopes throughout the mine since last week, except in the 102 east end, where the water increases, and we think it is getting near No. 2 cross-course, which had a good effect on the lode in the level above, both east and west of it, and we have every reason to expect similar results in the 102.

ROMAN GRAVELS—Arthur Waters and Son, Sept. 13: As you will have our full reports on all points in your hands on Wednesday morning next we consider it unnecessary to go into details now. It may not be out of place to say that the rise in the 110 shaft is held to winze from 95, and one pair of men put to drive the first-named level, south of rise, on a lode worth 2 to 3 tons per fathom, and the other pair to stop north of same on a lode worth 2 tons per fathom. The 95 south is worth 4 tons per fathom, and the 80 south 6 tons per fathom. Stopes throughout the mine up to late valuations. Surface work going on well. Our sale this day of 250 tons lead realised 1550¢.

RUSSELL UNITED—John Gray, Sept. 13: The lode in Matthew's engine-shaft is 2 ft. wide, composed of quartz and apatite, with a little copper and munda, not to value. The ground at Stephen's shaft continues to look very promising, in a beautiful channel of blue kilas; in the last 2 ft. sinking we intersected a

branch 4 in. wide crossing the shaft in a southerly direction, containing stones of munda stained with black copper ore. This looks very promising for the lode.

SORTRIDGE—John Axford, Sept. 13: We are progressing with the 40 cross-cut in the same favourable channel of ground, and driving as fast as last week reported. There appears to be an increase of water in the end of the level.

SOUTH CARADON—Wm. George, Sept. 12: Setting Report: Rule's Shaft: To drive the 210 east, on Holman's lode, by six men, with the boring machine, where the ground continues favourable, and the lode to yield ½ ton of ore per fathom. -Kilow's Shaft: The 180 has been driven during the past week, 10 fms., at a cost of 8¢ 15¢ per fath. In the present end the lode is 1½ ft. wide, yielding 1½ to 2 tons of ore per fathom. This is being continued by nine men with the boring machine. To drive the 160 east, by six men, at 5¢ 15¢; the lode when last taken down near the end yielded full 3½ tons of ore per fathom, with every prospect of its continuance. Believing there is a part of the lode standing to the south of that we had previously carried in this drive we have four men employed to prove this, to whom we have set to work as directed at 2¢ 10¢ per fath. To sink the winze below this level at 15¢ per fathom, where the lode will yield 2 tons of ore per fathom. This is now very deep and inconvenient for working, and will be suspended after sinking about 6 ft. deeper, until the 180 is driven up to this point. To stop the back of the 160 by four men, at 3¢ 15¢, yielding 2 tons of ore per fathom. To drive the 150 east, by six men, at 12¢; here the lode is not so regular as at the 160, and, as will be inferred from the price, the ground is harder, but with the branches the end is worth fully 2 tons of ore per fath. To stop the bottom of this level by four men, at 2¢ 15¢, yielding 2 tons of ore per fathom.

To drive a cross-cut south at the 140 by four men, at 7¢ per fath. To drive the 120 east by four men, at 10¢, where the lode is looking very promising, and will yield full 1½ ton of ore per fathom. To rise in the back of the 110, by four men, at 6¢. This continues to lay open tribute ground. To drive east from the rise in back of the 110, by two men, at 8¢. The lode here has not been taken down since last reported on. To drive west on the south part of the caunter recently intersected at the 110 by six men, at 8¢, yielding 1½ ton of good quality ore per fath. To drive east from same cross-cut, by four men, at 7¢ 10¢, where the lode will yield 1 ton of ore per fathom. To drive the 70, west from a cross-cut, east of Kilow's shaft, on Kilow's lode, by two men, at 6¢ per fathom; this is a promising appearance, and we think the lode will improve as opened on. The men having completed the stoping of ground for bringing back the water from Kilow's are now employed in the different bargains above reported on. We have set the usual number of pitches, and have working throughout the mine 49, at tributes varying from 11s. to 13s. 4d. in 17.

SOUTH CONDROROW—Wm. Rich, Wm. Williams, H. King, Sept. 12: The lode in the 52 end, west of Marshall's shaft, is opening out wider as we extend. The 55 end is yielding saving work for tin. In the 75 east we have not yet driven out of the lode the 80 end, but we have a good prospect of it, a small branch of good tinstone on the east side of it, and which we think will soon open out wider. The 93, west of Marshall's, is without alteration to notice. The ground is favourable for working in the 93 cross-cut south, and good progress is being made. The rise in the back of the 32, east of King's, is in hard ground, and the progress is slow. The 80 end east is worth 8¢ per fathom; the rise in the back of this level is worth 18¢ per fathom. The slope in the bottom of the 80 east is worth 15¢ per fathom. The winze in the bottom of the 70 east is worth 15¢ per fathom; we have a great deal of water to contend with in sinking this winze, but the ground is easier for working, and the lode letting out more water than usual, we consider these favourable indications. The slope in the back of the 60 east is worth 12¢ per fathom. The 50 end east is worth 8¢ per fathom. The 30 end, west of engine-shaft, is in favourable ground for working; but the lode at present is unproductive. The stopes in the back of the 30 west are worth 12¢ and 15¢ per fathom respectively. The slope in the back of the 20 is worth 15¢ per fathom.

SOUTH DAREN—Henry James, John Mitchell, Sept. 13: The only change of importance we have to report this week is an improvement in the 130 east, where we have been driving the 80 end, worth 10¢ per fathom, and showing good signs for further improvement. The 45 tons of silver-lead ore sold on the 10th inst. realised 553¢ 10s.

SOUTH DEVON UNITED—W. Hooper, Sept. 13: Setting Report: The 110 fm level, east of Brook engine-shaft, has been driven during the past month 2 fms. 5 ft. 6 in.; reset to six men, at 9¢ 10¢ per fathom. The lode is from 5 to 6 ft. wide, containing spar, munda, and copper ore to the value of 12¢ per fathom. There is no important change in the appearance of the above since last reported on. No. 1 stop, at the back of this level, is reset to four men, at 2¢ 10¢ per fathom. The lode is from 3 to 4 ft. wide, worth 9¢ per fathom. No. 2 stop is set to four men, at 3¢ 5¢ per fathom. The lode is 4 ft. wide; worth 9¢ per fathom. The slope in the back of this level west is reset to six men, at 4¢ 10¢ per fathom. The lode is 4 ft. wide; worth 8¢ per fathom. The 100, east of Brook shaft, has been driven during the past month 1 fm. 2 ft. 10 in.; reset to two men, at 5¢ per fathom. The ground is of much the same character as for some time past, producing occasionally rich stones of copper ore. A slope in the back of this level to six men, at 3¢ 15¢ per fathom. The lode is 4 to 5 ft. wide, worth 10¢ per fathom. The 90, east of Brook engine-shaft, has been driven during the past month 1 fm.; reset to two men, at 8¢ 3s. per fathom. The lode is 5 ft. wide, of a very kindly appearance, and producing good stones of both munda and copper ore. Martin's shaft has been made good during the past month 4 fms. 3 ft. 6 in. To-morrow the men will commence to put in divisions, casing, footway, &c., from the 100 to the 110. When completed we shall at once commence to sink below the 110 without delay. This important point has our best attention, and shall be pushed on with all possible despatch. The 70, west of old sump shaft, has been driven during the past month 1 fm. 3 ft.; reset to four men, at 10¢ 10s. per fathom. The lode or part carrying 5 ft. is composed of capel, fluor-spar, with stones of copper ore of good quality. The adit level, west of old sump shaft, has been driven 1 fm. 3 ft.; reset to two men, at 4¢ per fathom. The lode is 5 ft. wide, of a most promising description, containing splendid gossan, fluor-spar, with stones of munda and copper ore.

SOUTH PENRITHAL—The cross-cut at the 150, flat-roof shaft is in a hard capel of gossan; anxiously waiting to cut something good.

SOUTH TOLCARN—Thomas Angove, Samuel Arthur, Sept. 12: The sump in the back of the 80 end, west, on Fraser's lode (15 ft. wide), as they have just completed the work at the Lobby shaft for pumping sludge at the eastern valley. The lode in the 70 end east is large, producing tinstone of low value. The 60 end east lode is worth 5¢ per fathom. The 50 end east lode is large, worth 7¢ per fathom. We expect an improvement in this end soon. The flat lode in the adit east is worth 12¢ per fathom. Taylor's stopes are now about 12 fms. under the adit level; worth 40¢ per fathom. The cross-cut at the 12 south is pushed on with vigour to communicate with Taylor's stopes; this we hope to accomplish in about a month. The 40 end, west, through the mine are looking much the same as usual. -Copper: Two pitches were set, one at 5s. 8d. in 17; another at 8s. We sent 15 tons of tin to the smelting-house to-day.

TANKERVILLE GREAT CONSOLS—A. Waters and Son, Sept. 13: There is no material change in either of the mines here since last week. Our full report on all points to go out to the shareholders will be in your hands early next week. The pumping-gear, with winding and crushing engines, throughout are in good order.

TREVAUNOE—J. Prisk, W. Edwards, Sept. 10: Engine-Shaft: We have cleared all the debris in the shaft as far as the 112, and in cutting ground for bearers we discovered the south side of the shaft to be in a weak condition, consequently we have had to put in some strong timber to make it secure. This is now complete, and the additional set of bearers will be proceeded with at once. -Man Engine-Shaft: The tribute pitch in the bottom of the 10 is producing tinstuff, which is a good sign of stuff. We shall put more men in here as soon as convenient. -Trevew's Shaft: We are making good progress in clearing and securing the 100 west, and shall at the beginning of next week put men to work on the copper lode standing in the back. -Williams' Shaft: In the 75 east we have got through the choke, and shall in a few days reach the end, where we shall be in a position to put men on the tin and copper ground. The men in the 100, east of shaft, are making secure the level, where the main cross-course passed through it; this will be complete in the course of this week, which will enable us to put additional hands to work on copper in the 100, east of shaft. The lode in the 100 end, east of cross-cut, south lode, is improved; it is 5 ft. wide, and will produce 4 tons of copper ore per fathom—a very fine-looking lode, having the appearance of opening up a rich course of copper. We are quite satisfied that the main lode is standing to the south of the 100 for a considerable distance, and in no distant period shall put out short cross-cuts to intersect it in several places, by which we hope to find great wealth. The pitches working for tin are looking rather better, all the surface work is progressing in a satisfactory manner, and the machinery in good condition, and working well.

TREVAUNOE UNITED—Wm. Vivian, Sept. 13: The cross-cut driving south at the 55 I think is getting better. The lode as it is now letting out water copper in this part of the mine. We are anxious to get a full supply of water for our stamps.

WEST CARADON—N. Richards, Sept. 12: There is no change to notice throughout the mine since my last. Two stopes in the back of the 33, on Vivian's north lode, are yielding together 2 tons of copper ore per fathom. Gilpin's lode, on which we are sinking below this level, will yield 1½ ton of copper ore per fathom. This lode in the adit level will yield ½ ton of ore per fathom. A rise and two stopes in the back of this level will yield 3 tons of ore per fathom. The winze sinking below this level is yielding stones of ore. The same result will apply to the lode in the rise in the back of the 17 against the winze. The rise in the back of the 17, east of main cross-course on this lode, is yielding saving work. In the 50 cross-cut, south of main lode, we are finding a great deal of stone, mixed with the fine portions of the cross-course, some of which are very large, which makes the progress slow. We hope, however, to get through this run shortly.

WEST CREBOR—J. Andrews, Sept. 12: The engine-shaft is now down 14 fms. 2 ft. 6 in. The winze is deep enough for a 7 ft. level; but we shall not go 2 or 3 ft. deeper for a fork, and room for the skip below the level, before we commence driving east and west at the 76. The lode in the shaft is 4 ft. wide, yielding a little ore and munda, but not to value. In the 62 west we are still driving by the side of the lode.

WEST DEVON GREAT CONSOLS—George Rowe, Sept. 12: The lode in the 36 end is improving in size, being composed of the same kindly appearance, with friable spar, fluorite, and arsenical munda, thickly impregnated with good quality copper ore, and other parts of the mine during the past week, excepting some little inconvenience and derangements in the pitworks by the pumping-rope parting in the lift, which is again restored, and the machinery working well.

WEST GOSAMEN—N. Richards, Sept. 12: The main lode in the adit level is at present producing more munda than for some time past, which I am pleased to see. Altogether the lode looks well. We have nearly got through the run in the 17 cross-cut, and hope to complete it the early part of next week, when the driving of the midway level will at once be resumed.

WEST KITTY—Wm. Vivian, Sept. 13: The lode in the 80 east is worth 8¢ per fathom. The lode in the 70 east is worth 12¢ per fathom. The lode in the 60, east of cross-cut, is worth 25¢ per fathom. No change to notice in the stopes and other points of operation since last report.

WEST PATELEY BRIDGE—David Williams, Sept. 13: The lode in No. 2 rise, in back of the 56, west of Craven Cross shaft, is 2 ft. wide, and producing 16 cwts. of lead ore per fathom. We shall have a parcel of ore ready for smelting in a few days.

WEST POLBRENN—W. Vivian, Sept. 13: The 40 driving west; lode about 2 ft. wide, producing a little tin. The new engine-shaft started to sink from

surface we are pushing on with all speed, so as to get down into the firm rock while the weather is dry.

WEST VOR—S. Harris, Sept. 13: During the past fortnight we have driven the adit level, east of cross-cut, 3 ft. The lode continues from 4 to 5 ft. wide, with tin disseminated throughout, and also very productive for arsenic, and all the stuff we are now raising will pay for stamping and returning as soon as a stamps be erected.

WEST WHEEL TOLGUS—John Gilbert, Sept. 13: Richards' Shaft: The lode in the 105, driving west of shaft, is 2½ ft. wide, composed of spar, mixed with a little munda and copper ore, but not sufficient to value. Since we cut a cross branch about a month ago we have not met with any other part of the cross-course. This branch may prove to be the cross-course; but if so it is much smaller here than it is in the levels above. The lode in the 85, driving west of shaft, is 3 ft. wide, yielding a good deal of munda, and occasional stones of copper ore, and is very wet and troublesome for driving. We are keeping the level towards the south a little as we find the greatest quantity of water is coming from that direction. In the winze sinking below the 105, west of shaft, the lode is 3 ft. wide, and yielding 1 ton of copper ore per fathom. We shall have to put these men for a short time to stop the western end of this winze for more conveniently working the tribute pitches in the bottom of this level. We also set seven pitches to 24 men at an average tribute of 10s. 6d. in the 11.

WHEEL CREBOR—H. Phillips, P. D. Holman, Sept. 11: There is no change in the 144, driving east or west of new shaft, since last reported. The winze sinking below the 132, west of new shaft, will yield 4 tons of ore and 2 tons of munda per fathom. We are stripping down the lode in the 132, east of No. 2 winze, and find it to yield 1½ tons of good quality copper ore per fathom. No. 1 stop, in back of same level, will yield 7 tons of the same class ore and 2 tons of munda per fathom. No. 2 stop will yield 8 tons of ore and 2 tons of munda per fathom. The slope in bottom of the 120 fm. level, west of No. 2 winze, will yield 4 tons of ore and 2 tons of munda per fathom. The slope in back of the 103 will yield 3 tons of ore and 2 tons of munda per fathom. The lode in the 48, east of new shaft, still retains its size and character, yielding 2 tons of copper ore and 3 tons of munda per fathom. The slope in back of the 48, east of new shaft, will yield 2 tons of ore and 2 tons of munda per fathom.

WHEEL JANE—Richard Southey, Sept. 13: The lode in the 40 west is much the same as when I reported on it last, worth 10¢ per fathom. The lode in the deep adit level driving east is a little improved during the past month, end driving at 6¢ per fathom. At the 18, east and west, the lode is worth 12¢ per fathom respectively, end driving at 4¢ per fathom. The stopes in the back of this level are looking very well for tin. Our tribute pitches in different parts of the mine have improved during the past month, and some of the paces are earning increased wages. At surface our new machinery is all that could be desired for the reduction of our ores, we are also putting a new boiler to our pumping-engine, and in a few days new condensing work will be erected so as to take the steam off the winter.

WHEEL PEEVOR—W. J. White, T. C. King, Sept. 12: We cannot speak of any particular change in the old part of the mine; all the bargains are being pushed on. Last week we communicated the winze and rise between the 80 and 90 fm. levels, west of slide on middle lode. This has now enabled us to stop this piece of ground to an advantage, which we have long been looking for. At our last setting day we set the men that were sinking the new shaft on Great North Downs tin and copper lode to cross-cut north, to ascertain if the more productive part was in that direction; since we met the slide about 5 fms. above, the lode has not been so regular. The cross-cut about 5 ft. we met with the lode, the south part of which is composed chiefly of black and white ore. North of this and adjoining is the tin part, which for this depth (27 fms. from surface) is most satisfactory. In cutting through this part about 4 ft. in height it produced 3 tons of stuff, which we sent to stamps, and had it carefully assayed; this made a produce of 56 lbs. of black tin to the ton of stuff, and since then we have broken from the lode in the bottom of the cross-cut some fine stones of tin. We consider this the best improvement we have seen in the mine for a long time, and we firmly believe this will turn out to be a most productive lode for both tin and copper. The men are now again sinking the shaft in which we hope to have this lode in about 3 or 4 fms. sinking when we shall carry the shaft down on its course. The discovery of this rich tinstuff at this point enhances the value of the property very much.

WHEEL SILVER AND LANTIGLOS—William Bennett, Sept. 13: I am pleased to inform you we have driven through the lode at the engine-shaft, which is about 7 ft. wide, composed of rich silver-lead ore, copper, munda, white iron, and quartz. We have also driven north on the course of the lode about 7 ft., where we find the lode to be of much the same promising appearance as mentioned above. We have been driving the above end on the hanging part of the lode, carrying the same about 4 ft. wide, and I am pleased to say all the stuff from the above drive is saving work for the dressing-rooms. We have also commenced driving south of the shaft on the course of the lode, where we find the lode to be of much the same character and value as the north end, but I expect in driving this end 2 or 3 fms. further south that we shall get into a very rich course of ore, as we shall be under the trial shaft sunk by the former workers, where they had a good course of silver-lead ore, but for want of pumping machinery they were obliged to suspend operations on account of so much water. We are also busily engaged in cutting the lode or plat, which I hope to have completed in about eight or nine days from this time, when we shall commence with all possible speed to sink the engine-shaft 10 fms. deeper.

THE VAN MINES—MONTHLY REPORT.

Sept. 12.—The 120 west has improved within the last few days, and is now producing saving work for lead. The cross-cut south, behind this end, is driven 21 ft., but we have not yet got through the unproductive bastard lode which we drove through in the former cross-cut before reaching the ore ground. We are still driving the hard cross-cut, but have not yet reached the hanging-wall. We are continually meeting with strong faces of lead here. At the end of the 105 west we have crossed south 18 ft., but have not yet seen much ore to value. Edward's shaft is sunk 6 fms. below the 75. I am glad to say the rock-drills are working well; and as our men are getting accustomed to them, so is their speed in sinking the shaft accelerated. All other points in the mine are without any change, excepting my last monthly report. -Surface: Everything at surface is going on regularly. The machinery in good order. Our sale to-morrow is 200 tons of lead. We are well on with our corn harvest, and hope to commence carrying home to-morrow if weather permits.—W. H. WILLIAMS.

OLD SHEPHERDS MINE—SPECIAL REPORT.

St. Day, Scorrer, Cornwall, Sept. 10.—Harvey's Engine-Shaft This shaft is drained to the 72, and is found to be clear of attle (o debris) to the 100 fm. level, the bottom of it being 110. The latter 10 fms. will have to be cleaned up. This work is progressing as fast as the nature of the work permits. At the 72 there are two cross-cuts driven, one north and one south; through these cross-cut levels all the mine is drained down to the same level. Teague's shaft has been cut down and made good to the 64, the necessary work of enlarging being carried on below. Old Sump shaft is cleared, secured, and made good to the 72; this is the deepest shaft in the mine, being 120 fms. below adit, or 130 fms. from surface. A great length of levels have been cleared all through the mine, which enables several tribute pitches to be let at a profit to the company. So far as the mine is yet cleared since my large quantity of available lead ore ground standing, left by the late workers. They seem to have taken away only the leader or rich part of the vein, the part standing being chiefly blende, in which are large patches of rich lead ore. It must be remembered that when the mine was last wrought (about 60 years ago), blende (or zinc ore) was of no commercial value, the metal zinc not being known; its ore is now worth about 4¢ per ton and over, and is of itself a great source of revenue. I am bound to say the deepest point yet reached presents the most favourable appearance, and on examining copy of section of the mine deposited in the Government Record Office, I find the old works at Harvey's part worked out the lead below the 100 by means of hand-pumps (or in mining phrase band "forcers"). Seeing that it held down so good the shaft was sunk to the 110, at which level the lode was just cut through, proving itself very large and rich for silver-lead ore.

At old sump shaft, the bottom of which is in the 120, and is 50 fms. east of Harvey's shaft, the lode is shown to be all taken away, and must have been very rich. At the bottom of this shaft the lode was cut into, and found to be worth (from the record) by the late manager, Capt. Middleton, who since managed East Wheal Rose through its unprecedented success) full 4 tons of rich silver-lead ore per fathom, but no level is shown to be extended on it. The two points referred to—the bottom of old sump and Harvey's shafts—are of paramount importance, inasmuch as they show at these levels two distinct deposits of lead ore, converging into one great and lengthened mass in deeper sinking. It should be stated, at the time those points were reached a dispute arose as to ownership, which was only settled by a protracted Chancery suit, causing abrupt suspension of the mine. Those parties have never been heard of since, but I should judge it will take (say) six months only to reach them, when they will win a political extend levels on the lode, and open up a great mining property.—CHAS. BAWDEX.

EAST POOL.—At the meeting on Tuesday (Mr. G. A. Michell in the chair) the purser, Mr. Haye, read the statement of accounts for the three months showing—copper ore sold, 140¢; tin, 323 tons 9 cwt., realising 15,325¢; arsenic, 800¢; with other receipts, 17,343¢. The labour costs had been 6853¢; merchants' bills, 3362¢; leaving a profit of 5286¢. The committee recommended a dividend of 12s. per share, absorbing 5760¢, and carrying forward 66¢ to the reserve fund, which was now 1681¢. Every penny, said Mr. Haye, was charged up, and the credits were very fair. Their credits were not so much as in the previous quarter. The price obtained had averaged 47¢ 7s. 5d., as against 50¢ 11s. in the last quarter. That made a difference of 3¢ 3s.

the old state of things would reappear. They had to do a good deal of other work in the past quarter, and it had interfered with the rising of their best tin.

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The Mining Market: Prices of Metals, Ores, &c.

METAL MARKET—LONDON, SEPT. 14 1883

IRON.	£ s. d.	£ s. d.	TIN.	£ s. d.	£ s. d.
Pig, G.M.P., Clyde...	2 6 5	—	English, Ingot, l.o.b...	97 0 0	—
" Scotch, all No. 1...	2 6 5	—	" refined...	98 0 0	—
" Bars Welsh, l.o.b...	5 17 6	—	" Australian...	93 17 6	94 0 0
" Stafford...	7 2 6	7 5 0	" Banca...	—	nom.
" In Tyne or Tessa...	5 15 0	5 17 6	" Straits...	93 17 6	94 0 0
" Swedish, London...	9 10 0	9 15 0	COPPER.		
" Ralls, Welsh, at works...	5 7 6	—	Tough cake and ingot...	65 0 0	—
" Sheets, Staff., in London...	5 3 0	8 10 0	Best selected...	63 10 0	—
" Plates, ship, in London...	8 10 0	8 15 0	" Sheets and sheathing...	73 0 0	75 0 0
" Hoops, Staff., in London...	7 0 0	7 5 0	" Flat bottoms...	76 0 0	78 0 0
" Nail rods, Staff., in London...	6 15 0	7 0 0	" Wallaroo...	68 10 0	—
English spring...	12 0 0	13 0 0	" Burma, or P.O.C.O...	68 0 0	—
" cat...	30 0 0	45 0 0	" Other brands...	65 10 0	66 10 0
" Swedish, keg...	15 0 0	—	" Chili bars, g.o.b...	63 7 6	—
" fag, ham...	15 0 0	—	QUICKSILVER.		
" Light, at works...	6 5 0	—	Planks, 75 lbs. war...	5 7 6	—
LEAD.			PHOSPHOR BRONZE.		
English, pig, common...	12 10 0	12 15 0	Alloys I., II., III., and IV...	£122 0 0	—
" " L.B...	12 17 6	13 2 6	" VI. and VII...	135 0 0	—
" " W.B...	12 17 6	13 2 6	" XI. Spl. bearing metal...	114 0 0	—
" sheet and bar...	13 7 6	—	Brass.		
" pipe...	13 12 6	—	Wire...	5 1/2 d.	—
" red...	16 0 0	—	" Tubes...	9	—
" white...	18 0 0	20 0 0	" Sheets...	7 1/2	—
" patent shot...	15 15 0	—	" Yel. met. sheath. & sheets...	5 1/2 d.	—
" Spanish...	12 6 2	—	TIN PLATES.		
NICKEL.			Charcoal, 1st quality...	1 1/2 0	1 2 0
Or 10 per cent. per ton...	—	—	" 2nd quality...	0 19 6	1 0 0
SPELTER.			" 1st quality...	0 17 0	0 17 6
Black, ordinary brand...	17 6 15	2 6	" 2nd quality...	0 16 0	0 17 0
" special brands...	15 7 6	—	" Black...	15 10 0	—
English Swansea...	15 12 6	—	" Canada, Staff. or Gla...	12 0 0	—
" best zinc...	19 0 0	—	" at Liverpool...	12 0 0	—
			" Black Taggers, 450 of...	30 0 0	—
			" 14 x 10...	—	—

REMARKS.—Our markets have not undergone any material change, and no new feature of any particular importance has arisen. Speculators are not very active just now, as the prospects are so uncertain. In addition to many other events which may bear an adverse influence upon our markets of a more or less serious nature, there is at the present time the political difficulties existing between France and China, and it may be well whilst this question is agitating the public mind to see the probable effect upon our metal trade in the event of a Franco-Chinese war. It is evident that the effect would be serious, and therefore every intelligence which comes to hand of a likely settlement of that difficult question in a peaceful manner is viewed here with the greatest satisfaction. Should hostilities break out the trade of the whole country would be materially influenced in a detrimental manner, and although metals perhaps would not suffer to such a degree as some other branches of commerce, yet the effect upon the metal trade could not be otherwise than of a very adverse character. The immense quantity of all kinds of metals which are annually shipped to China is quite enough to prove the accuracy of this statement without further comment, manufacturers of iron, copper, lead, and tin-plates would all alike have their orders greatly reduced, and the whole trade with China, if it did not become entirely stagnant, would nevertheless assume very limited dimensions and be greatly retarded. The difficulties in bringing about a settlement between the two Powers in question is therefore viewed with dissatisfaction; but as the question is a difficult one, a good deal of allowance is made for the tardiness in bringing matters to a close, which everyone must hope will be arranged, and that very soon, in an amicable manner.

But to leave this question, which affects the export trade, and to briefly turn our attention to the home trade, it is a matter of no small regret to find that here, too, there is ground for a considerable amount of anxiety. A few weeks ago, owing to a favourable change in the weather, we were able to report better harvest prospects, and some of the farmers in the Southern counties were able to gather in their crops in a fairly satisfactory condition, but others have not been equally fortunate. Advances from Gloucestershire and North Wales report that the storms and inclement weather have entirely prevented the housing of the crops, and that several thousand acres of ground are still lying out; whilst the reports from the Northern counties are likewise unfavourable. Hence the home trade is influenced in an adverse manner, and doubts are again being expressed as to whether, after all, there will be any real, general, and sound recovery in the trade during the autumn. During the past few years prices have generally recovered in the autumnal months, some metals more than others; but times change, and this year, instead of there appearing to be any symptoms of recovery, the tendency, on the whole, is just the reverse. In previous years the recovery has taken place before this, and those who look for a continuance of the present dull state of trade, assign this as another reason for the probable accuracy of their views, arguing that, according to several precedents, the upward movement would now have begun, or, at least, shown some of the symptoms of their own approach. Others, however, always hopeful, cling to their stocks with much tenacity, hence the markets taken all round mostly remain steady, one day tending in one direction, and the next in another; but ultimately showing very little variation. This has been their characteristic for many months past, so that neither "bull" nor "bear" operators could have been making very large profits, although, of the two, the latter must have gained the more advantage.

COPPER.—The speculative demand has continued dormant, and at the early part of the week prices displayed a drooping tendency; but yesterday a more favourable turn took place, and prices slightly recovered. It is easy to understand the inactivity that has been displayed by speculators; in fact, it would be rather remarkable were they to show much desire to buy, because according to the latest returns there is every indication of the maintenance of heavy supplies, a feature which always deters operators from entering into the market, and always tends to dull the prospect. In short, the demand for speculative account may be described as featureless, and we pass on to consider the state of the trade so far as the legitimate demand is concerned; and here, taken altogether, there is reason to be satisfied with the amount of business already done. Last week we were able to report the deliveries as extremely good, and so far during this month the deliveries are said to have been very large, while a fair business has been doing in manufactured with India. At the same time prices do not improve, which is entirely due to the excessive supplies, and in some quarters it is thought that the prices being obtained for manufactures are not proportionately high with those realised for Chilli bars; but upon this point there is a diversity of opinion for prices of both.

Chilli bars and manufactures have remained steady for a very long time past. Prices of manufactures are low, and it scarcely seems desirable for buyers to keep their orders in abeyance for reduced rates, but rather would it be better for them to adopt the plan, which many of them have already done, as is proved by the recent heavy deliveries, and fully avail themselves of the current low rates to

purchase while they are able upon most favourable terms, to gather in their harvest while supplies are plentiful, and fully satisfy their requirements. Changes are effected very speedily, and unexpected turns not infrequently take place; and, notwithstanding just now the market is gloomy, and the immediate future cannot be well foreseen, yet with the easier tendency of money, and should there be any falling off in supplies, or speedy settlement of the political difficulties between France and China, a sharp change for the better might speedily be effected, and leave all dilatory buyers in the lurch.

IRON.—This market is still dull, and prices remain steady. Prices at the present time are very low, and, as we have often pointed out, well worthy of the attention of buyers. It is a generally recognised fact that manufacturers could not turn out iron at figures much below those which are now being quoted; and it is a matter upon which there is a diversity of opinion as to whether current rates do or do not leave any margin of profit at all. Some buyers seem to realise the cheapness of present rates, and have consequently made purchases upon a more or less large scale; but others have been doing very little, and appear to be holding off for even still lower rates. Manufacturers seem to be looking for higher prices, not so much that they expect an increased demand to spring up, although some of them do not seem to think that that is improbable, but also they look for increased cost of fuel, as well as of wages, which would necessarily tend to stiffen prices. Quietude is reported to reign in almost all parts of the country, and no single branch is said to be in a brisk state. The raw material is equally depressed with manufactures, as may be gathered from the advices from Glasgow. This is not surprising, for the stocks continue to accumulate, and production is kept on a large scale. But on the other hand, while speculative business is very quiet, transactions for the ordinary wants of the trade are large, so much so that sellers seem to think that prices cannot be kept down very much longer particularly in face of the increasing cost of production.

Prices have been dwindling down, not only for mixed numbers, but also for makers' iron, the latter showing a reduction of 6d. per ton. The shipments continue large, while a heavy quantity of iron has also been sent from Middlesbrough; but notwithstanding that the total last week was large, it did not quite equal that for the same time of last year. The Glasgow market is kept quiet by the very dull last week, and with a marked downward tendency, opened on Monday last in a somewhat similar condition at 45s. 4d., from which point it continued to recede until the following day, when 45s. 1 1/2d. was accepted, closing at the lowest. On Wednesday there was a change for the better, and business was done up to 46s. 3 1/2d., with buyers over, and yesterday again a moderate number of transactions was carried through between 46s. 4d. and 46s. 3 1/2d., and the closing figure this afternoon is 46s. 5d. per ton. The shipments last week were good, amounting to 12,894 tons, against 10,629 tons for the corresponding week of last year, being an increase of 2,265 tons, and which makes the total shipments for the whole of this year 455,727 tons, against 446,291 tons for the similar period of last year, and 398,127 tons for the same time of 1881. The number of furnaces in blast is 114, and the total visible stock has been increased to 585,829 tons. The imports of Middlesbrough pig-iron into Grange-mouth last week were 6140 tons, against 5747 tons for the same week of last year, being a decrease of 393 tons, and which makes a total increase for the whole of this year compared with last of 28,891 tons.

Advices from the Cleveland district show that there is no change in prices, but there has been scarcely any business, transactions being almost entirely confined to the present wants of the trade. The price quoted for No. 3 is 33s., although the general quotation amongst makers is 33s. 3d., and 3d. more for special brands. The deliveries this month have, so far, been well maintained, and have exceeded those for the corresponding period of last month by 8000 tons. The shipments last week were more than 23,000 tons, and the price for warrants is 39s., although the demand is much neglected. In the public stock there is a reduction of 110 tons for the week, amounting now to 71,381 tons. There is very little business doing in manufactures, except for immediate delivery. Buyers will not buy for forward delivery, and the current price for ship-plates is 1 1/2d. 10s. for angles, 5 1/2d. 10s. to 5 1/2d. 12d. 6d., and for bars, 5 1/2d. 15s. to 5 1/2d. 17s. 6d. per ton. According to the advices from Wolverhampton the market there has been steady, and prices have been well sustained. There is not a large business doing, but prices are stronger, owing to the uncertainty of wages amongst the colliers and ironworkers. The price for sheets is 8d. 7s. 6d. to 8d. 10s. for doubles, and trebles are quoted at 9d. 7s. 6d. to 9d. 12s. 6d., but few sellers ask more than 9d. 10s. There is a quiet demand for pigs, but prices are firm, and Northampton qualities are quoted at 47s. 6d.; Derbyshire at 50s.; and all-mine qualities at 55s. to 70s. per ton. The Birmingham market is also unsettled by the wages question, and a higher rate of wages is fully looked forward to, and prices are, in consequence, stiffened, but from the actual amount of business doing they receive little or no support. Buyers will not pay dearer rates, and common bars range from 6d. 2s. 6d. to 6d. 10s., and sheets 7 1/2d. for singles. There is a rather better demand for singles, at somewhat improved rates.

TIN.—This market opened strong at the commencement of the week, and prices for cash parcels of foreign advanced to 94s. 5s., at which figure the market for a time remained steady; but this advanced figure somewhat checked buying, and although prices were fairly well upheld, yet the tendency was towards ease, and during the latter part of the week 2s. 6d. per ton less has been accepted. It is thought not unlikely that a sharp rise may possibly take place in the value of this metal before very long, as the actual stock here is not much more than two months' requirements—that is to say, if deliveries are maintained upon their recent heavy scale; but upon this ground it can scarcely be expected that prices will materially advance. Good deliveries always tend to improve the tone and stiffen prices; but then there is also the question of supply, and it is evident that permanent enhanced rates must depend both on good deliveries and light supplies. The last returns showed reduced rates of stock, indicating the effect of placing prices upon a much more remunerative level for holders were there to be any repetition of such favourable figures.

The large quantity of tin, however, which is being consumed in America is a feature which, perhaps, will bear a more important influence upon future prices. The extensive quantities which are constantly going there, both from the centres of supply as well as from this country, may, perhaps, be taken as the principal cause of the prolonged maintenance of tin at its present high value, that is, proportionately speaking, with other metals, and which whilst it has been accompanied during the past few years. In the event of American consumption causing a continued diminution of stocks, then, of course, prices, notwithstanding their present proportionately high value, will, in all probability, be still further advanced. But now there are not sufficient grounds to justify any expectations of such an augmented consumption. It is true the last statistics showed a reduced stock; but for the two previous months stocks had been gradually swelling, and it therefore requires further advices before any correct estimate can be formed upon this point. A public sale is announced to take place next Thursday week, Sept. 27, at Rotterdam, when 22,400 slabs Banca and 41,000 slabs Billiton will be offered for sale.

SPELTER continues dull, and quite without alteration, ordinary brands being quoted at 14s. 17s. 6d. to 15s. 2s. 6d. per ton.

LEAD continues very quiet, and there are sellers of Spanish both for spot and forward at 12s. 6s. 3d. per ton. English is quoted at 12s. 10s. to 12s. 15s.

STEEL.—The market is steady, and only a limited business is being carried through.

TIN PLATES.—Prices keep very steady, and a fair business is being transacted.

QUICKSILVER is in fair demand, and firmly held.

The settlement of the usual fortnightly account has again occupied the attention of the dealers in the MINING SHARE MARKET this week, and very little alteration has taken place in prices or in the amount of business transacted. Mines dealt in have included Dolcoath, East Pool, South Frances, West Kitty, West Seton, Bratsberg, Prince of Wales, Wheal Crebor, West Crebor, and a few others.

TIN is firmer, but the smelters make no sign at present, and the standards for ore have not been advanced since Aug. 28. More business has been done in tin shares. Blue Hills, 1 1/2 to 2 1/2; Carn Brea, 5 1/2 to 6; Cook's Kitchen, 2 1/2 to 2 1/2. Dolcoaths leave off 6 1/2 to 6 1/2; in Cornwall 201 shares have been sold by auction in order to pay the premium demanded for a new lease, and the average price realised was 66s. 18s. 6d. All the shares, it is said, were purchased by local parties, and they realised 13,434l. 17s. 6d.

East Pool, 40 to 41 xl.; at the meeting the accounts showed a profit on three months' working of 5826l. 13s., and a dividend of 18s. per share was declared. The tin sold, 323 tons, realised 15,324l. 15s. The average price of this, as against 60s. 1s. 1d. in the previous quarter, was 47s. 7s. 5d., making a difference of 1000l. in the quarter's sales. The mine is looking well. East Blue Hills, 4s. to 6s.; Killifreth, 1 1/2 to 1 1/2; New Kitty, 1 1/2 to 2 1/2; North Blue Hills, 2s. to 4s.; Polrose, 4s. to 5s.; this mine has been specially inspected by an old agent of the adjoining mine, Great Wheal Vor, and his report is most encouraging to the shareholders. South Condurrow, 8 to 8 1/2; Tincroft, 6 1/2 to 7; West Basset, 4 1/2 to 5; West Kitty, 13 1/2 to 14; West Peever, 3 1/2 to 3 1/2; Wheal Agar, 14 to 14 1/2; Wheal Grenville, 6 to 6 1/2; Wheal Kitty and Agnes, 1 1/2 to 1 1/2; Wheal Peever, 3 1/2 to 4; Wheal Uny, 2 1/2 to 3; South Frances, 8 1/2 to 9 1/2; the 226 end west is reported as worth 60s. per fathom. Trevaunance, 2 1/2 to 2 1/2; the cross-cut driving south on the 55 level is supposed to be near the lode, and the returns of tin will increase when there is more water for the stamps. New Trumpet, 1 to 1 1/2; Mounts Bay, 1/2 to 1; South Crofty, 6 1/2 to 7; Wheal Jane, 1/2 to 1; Tresavean, 6s. to 8s.; Wheal Basset, 4 to 4 1/2.

COPPER remains pretty steady, but business in shares is almost at a standstill for the time. Bedford United, 1 1/2 to 1 1/2; Devon Great Consols, 2 1/2 to 3 1/2. Devon Friendship, 1/2 to 1/2; the stone-breaker is expected to be at work by the end of next week, and this will enable the returns to be increased. Gunnislake (Clitters), 1 to 1 1/2; Marke Valley, 1/2 to 1/2; Mellanear, 3 to 3 1/2; New Caradon, 4s. to 5s.; Prince of Wales, 1/2 to 1/2. South Caradon (Limited), par to 4 prem.; the directors have made a call of 5s. per share, which will make the 17s. shares 15s. paid. The agents consider the prospects of the

mine fully justify their early reports. In July they sold 150 tons of ore, in August 192 tons, and have computed for September 210 tons. In the 160, where the rich discovery was made by the old company, the lode is worth 3 1/2 tons per fathom, and towards of 20 fms. have been driven upon it by present company. The 180, which is 20 fms. behind this, is now worth 1 1/2 to 2 tons.

Wheal Crebor, 1 1/2 to 2 1/2; the 132 end, east of No. 2 winze, has improved from 7 to 10 tons of copper ore per fathom, making the aggregate points 41 tons of ore and 15 tons of auriferous per fathom. South Phoenix and Caradon, par to 1/2 prem. Stridger, 2s. 6d. to 2s. 6d.; the 40 cross-cut is in a favourable channel of ground, and more water in the end. South Devon United, 1/2 to 1/2; South Penstrathal, 1 1/2 to 1 1/2; West Caradon, 8s. 9d. to 11s. 3d. West Gona-mena, 1/2 to 1/2; West Crebor, 4s. to 6s.; West Seton, 1 to 1 1/2.

LEAD Mines continue without change, and quotations are merely nominal. Vans are quoted 4 1/2 to 5; Great Laxey, 15 to 16; Roman Gravel, 6 1/2 to 7 1/2. Tankerville Great Consols, 2s. to 4s.; there is no change at the mine. A full report for the general meeting will be given next week. Pennant, 4 1/2 to 5; Sinclair, 2 1/2 to 2 1/2; the 40 is reported as turning out well. Great Holway, 5 to 5 1/2; Coed-y-Fedw, 1 1/2 to 1 1/2; the 90 is in a good course of ore. East Rose, 1/2 to 1/2; Old Shepherds, 7s. to 9s.; Leadhills, 2 1/2 to 2 1/2; Minera, 3 to 5; South Darren, 1/2 to 1/2; the 130 east is worth 1 1/2 ton of rich silver-lead ore per fathom, and shows signs of further improvement.

FOREIGN MINES.—A moderate amount of business has been done, and prices remain without material alteration. Alamillos are quoted 1 1/2 to 1 1/2 ex div.; Almada and Tiritio, 1/2 to 1/2; Asia Minor, 1/2 to 1/2; Australian, 2 1/2 to 3; Birdseye Creek, 1 1/2 to 1 1/2. Bratsberg, 2 1/2 to 2 1/2; according to the manager's report there are four ends and two rises being driven, other points being suspended till the drawing engines are at work. The Samuel Holland has arrived this week at Swansea with about 250 tons of ore, and ships are being chartered for two more cargoes. Callao Bis, 1/2 to 1/2; California Gold, 9-16ths to 11-16ths; Canadian Copper and Sulphur, 1/2 to 1/2; Cape Copper, 49 to 52; Chile Gold, 1/2 to 1/2. Chontales, 1/2 to 1/2; the profit for July was 466l. Colorado United, 1 1/2 to 2 1/2. Copiapo, 3 1/2 to 3 1/2; the directors on Wednesday declared an interim dividend of 1s. 6d. per share payable on Sept. 24. Fortuna, 2 1/2 to 3 1/2 ex div.; Frontino and Bolivia, 1 1/2 to 1 1/2; General Mining, 5 1/2 to 6 1/2; Indian Consolidated, 1/2 to 1/2; Indian Glenrock, 1-16th to 1-16th. Javali, 2s. to 4s.; the remittance was 1105l., the cost 998l. Kapanga, 1/2 to 1/2; Lake Superior Native Copper, 1/2 to 1; La Plata, 1/2 to 1/2; Linars, 3 to 3 1/2 ex div.

Mason and Barry to bearer, 14 1/2 to 15. Michipicoten, 1/2 to 1/2; the new resident manager has sailed for the mines. New Emma, 1 1/2 to 1 1/2; Nouveau Monde, 5-16ths to 7-16ths; Organos, 1/2 to 1/2; Paulicillo, 6 1/2 to 6 1/2; Potosi, 1/2 to 1/2; Richmond, 5 1/2 to 6 1/2; Rio Tinto bonds, 100 to 102; ditto shares, 20 1/2 to 21 1/2; Ruby and Dundberg, 1 1/2 to 1 1/2. St. John del Rey, 90 to 100; South Australian Copper Mines Corp., 1/2 to 1/2; the latest advices report that the lode in the bottom of the 23, at Mount Rose, is worth in several places 4 tons of 40 per cent. ore, and the other slopes 1 1/2 ton of 35 and 40 per cent. ore per fathom. At the Blinman Mine, where water for dressing purposes is at a premium, it is proposed to sun-dry the slimes, and then pass them through a specially constructed jigger, worked by a Root's pressure blower to blow off the dry dust and fine debris, the small particles of copper, being heavier, remaining behind, the action being similar to separating chaff from the grain in a winnowing machine. Should this plan answer, it will materially add to the returns of the mine, as the accumulation of slime is great, and daily increasing. Tharsis Sulphur and Copper, 6 1/2 to 6 1/2; Tolima, 5 to 6; United Mexican, 5 1/2 to 6; Wynad Perseverance, 1-16th to 3 16ths; Western Andes, 5 1/2 to 5 1/2.

The Market for Mine Shares on the Stock Exchange although still far from active shows signs of improvement, and as copper and tin are both moving upward, the feeling with regard to mines producing these metals is considerably more favourable, and if lead would but follow, a period of animation in British mine shares might be looked for. In foreign mine shares a fair number of transactions have taken place, and although there have been some considerable fluctuations, closing quotations are about the same as last week. The Dolcoath shares offered by auction having been taken locally at nearly 68s. per ton is considered very satisfactory, although it is confidently asserted that but for market operations another 5l. per share might fairly have been anticipated. The general prospect appears to be brightening, and all look with confidence to a general improvement as soon as the usual annual holidays are fairly terminated.

Our usual telegram from Cornwall this evening states:—The Cornish Share Market has remained quiet almost throughout the week, but tin is a little harder; and although business has been restricted, the tone of the market is rather steadier. Amongst the noticeable features are the Tincroft lease negotiations, which are completed, causing a rally in quotations. South Frances is looking very well, and there is a most hopeful feeling respecting prospects. Shares are strongly held. The result of East Pool meeting was rather disappointing, the dividend being 18s. per share, as against 17l. at the last meeting. The mine looks well, and the lode at the 212, west of winze, is looked upon as of great importance. Dolcoaths looks well, and remain very firm. The forthcoming meeting on Monday is awaited with much interest. The strike at Pedn-an-drea is nearly over, and most of the miners have resumed work on the new terms. An adjourned meeting of Botallack adventurers was held at Penzance to-day, when the resolutions to offer the mine as a going concern was confirmed. It is reported that at Botallack the tin lode at Wheal Cock engine-shaft has improved; there is also an improvement at Carnyorth.

The Hardshins Mining Company, with a capital of 4200l., in shares of 10s. each, has been formed to purchase (for 2660l. plus the cost incurred since June 8) a mineral property 250 acres in extent at Teesside, Westmoreland. The prospectus which will shortly be published states that the property is in close proximity to rich mines now being worked, and others which have been worked. From information obtained, and plans of adjoining mines, it is believed that at least 12 mineral veins traverse this tract. One of these, called Hardshins, has been worked fairly rich for lead ore in the upper strata; and another, called Providence vein, was formerly wrought very rich at a mine called Teesside, and which vein it is expected traverses the Hardshins tract for a distance of 1000 yards in length. A shaft has been sunk into it to a depth of 13 fms., and there is strong reason to believe that a good payable mine is now standing at the bottom, the former workers having been driven out by the water, which exceeded the power of the very imperfect pumping machinery they possessed. The strata, or rock, is the same as produced the rich mine across the river, at Teesside Mine—the Tyne bottom limestone, whetstone when, &c., and is the same description of rock as the rich mine at Stone Croft are being wrought in. The vendor's terms are decidedly more satisfactory than usual. The vendor is to be paid his actual outlay and liabilities, amounting on June 3 to about 660l., and all actual outlay since that date up to the time the company takes possession; and on 1000l. worth of lead ore being brought to bank he is to be allotted 200 fully paid-up shares of 10s. each, but 1000 of such shares are not to be issued to the vendor, nor disposed of by him, until the expiration of two years after allotment, unless the directors, other than the vendor, if he be a director, shall determine otherwise and issue them, or part of them, earlier; and be paid 500l. In three bills of exchange of 166l. 13s. 4d. each, payable, respectively, at six, 12, and 18 months' date, such fully paid-up shares only to have dividends equal with shares issued to ordinary shareholders, and not on the fully paid-up capital, until all other share capital is also fully paid-up.

Devon Great Consols, 3 to 3 1/2; in Wheal Emma, inclined shaft, the lode in the 137 east is 4 ft. wide, worth 3 tons of copper ore and 3 tons of auriferous per fathom. Good progress is being made in the engine-shaft at Watson's, the lode producing small quantities of copper and auriferous ores. The several other points are the same as last report.

Devon Great United, 1/2 to 1/2; in the 120, east and west of Willesford's shaft, the lode is 2 ft. wide, the last named showing a small branch of copper ore, with good indications for produce. The character of the ground here presents much the same appearance as that near the rich lodes in old Wheal Maria.

Drakewalls, 1/2 to 1/2; the agent reports the sale on Monday of 11 tons of black tin, at 53l. 17s. 6d. per ton. Mathew's shaft has been cleared to the 80, and it is expected that the 90 will be ready for working in a day or two. The draining of the mine is progressing satisfactorily.

Herodsfoot Silver-Lead, 1/2 to 1/2; the report appearing in to-day's issue shows very encouraging prospects, especially in the north part of the mine, where there are many hundreds of fathoms of ore ground in a forward state of development.

Kit Hill Great Consols, $\frac{1}{2}$ to $\frac{3}{4}$; the progress made at the Tunnel level during the past week has not been so good, the ground being unfavourable for exploration. Good progress has been made at the north engine-shaft and in the various levels, the lode in the 75 west being from 4 to 5 ft. wide.

South Devon United, $\frac{3}{4}$ to $\frac{1}{2}$; the lode in the 110 east has been driven during the past month 17 ft., and maintains its size and value. Martin's shaft will be completed to this level in a few days, when the sinking of the shaft will be resumed and pushed forward without delay.

South Wheal Frances, $8\frac{1}{2}$ to $9\frac{1}{2}$, and reported in demand; the tin sales during the past month amount to 20000, and the agent reports that the various lodes are improving in value. The 226 end west has increased to 600, per fathom. The administration of this property sets a good example to Cost-book mines, the liabilities being promptly met; so that the profits when made will not be subject to any deduction for outstanding debts.

Wheal Jane Tin, $\frac{1}{2}$ to $\frac{3}{4}$; the last sale realised 8617. 3s. 8d., which at present monthly costs should leave a profit; the new jiggers are working well.

Michipicoten, $\frac{1}{2}$ to $\frac{3}{4}$; the newly appointed resident manager, Capt. J. D. Holman, sailed on Wednesday to "take up his abode on the island, from whence in the future he will, assisted by Capt. Opie, conduct the operations of the company."

Richmond, $5\frac{1}{2}$ to $6\frac{1}{2}$; the week's run was \$18,000, from 287 tons of ore, with one furnace. During the week the refinery produced doré bars to the value of \$15,000. The superintendent's report on the present condition and extension of the prospecting, deadwork, &c., for the week ended Aug. 20 states that the 1050 north-west drift from above has been run 27 ft. Total 35 ft. On fissure in limestone. The 1050 east drift from north-west drift (No. 1) has been run 22 ft. Total 194 ft. On fissure in limestone. The 1050 south-east drift (on fissure) from rise to 800 winze has been extended 26 ft. Total 100 ft. In limestone.

Ruby and Dunderberg, $1\frac{1}{2}$ to $1\frac{3}{4}$; the drift from the bottom of the new shaft has made fair progress this week, and has opened out the ore body on this level to its full extent, which is 25 ft. by 5 ft.; the ore in the latter portion of the drift is advised as being of better quality than that lately passed through. Work on the other mines was proceeding as usual, the tunnel in the Lord Byron having been advanced 21 ft.

California Gold, $\frac{3}{4}$ to $\frac{1}{2}$; the mill-run this week was 261 tons, yield 4000, smelting ore sales 2000. The weekly report states that the recent testling of the lode at a depth of 1450 ft. has resulted in the discovery of ore of high grade and of good width.

Kobinoor and Donaldson, $\frac{3}{4}$ to $\frac{1}{2}$; the Donaldson stopes are reported to be yielding satisfactorily, and the Champion Mine is also looking well, especially at the 520 west, which is yielding largely both milling and smelting ore.

The Souback and Catir Alan Mining Company have received bills of lading of 66 cases and 16 sacks of ore, which they expect will arrive at Liverpool shortly.

In Lead Mine shares there is still very little doing, and the position of the lead market having been scarcely maintained buyers are not readily found. The tendency of prices is rather downward than otherwise, but quotations are in most cases quite nominal. Roman Gravel, 7 to 7 $\frac{1}{2}$; and several transactions are reported. The sale during the past week of 250 tons of ore realised 18500. The 95 south is worth 4 tons of lead ore per fathom, and the 80 south 6 tons per fathom, the stopes throughout the mine being equal to last valuation. The director's report will, it is expected, be in the hands of the shareholders in a few days.

At the Stock and Share Auction and Advance Company's sale on Thursday the prices, among others, obtained, were—National Liberal Fund, 52. shares, 12 paid, 20s. 6d.; Victoria Dwellings Association, 27. 5s.; Don Pedro North del Rey Gold, 6d.; Croynod Trams, 7s.; Sortridge Copper, 1s. 6d.; The United Horse Shoe and Nail, 8s. 9d.; Civil Service and General Store, 16s. 9d.

The directors of the Manitoba Mortgage and Investment Company have declared an interim dividend for the half-year ended June 30 at the rate of 8 per cent. per annum, free of income tax, payable on and after Wednesday.

BRATSBERG.—The report received this week from the managers is again exceedingly satisfactory. No. 3 (the deepest) adit is worth 120 per fathom, and improving; while No. 2 adit (above) is driven 60 fms. ahead of the former, and is worth 150. This is most important. There are four ends being driven and two rises, but other good points will be resumed when they can haul the stuff to surface with the new winding-engines. With the immense extent of ore ground laid open there is more than ample space for stopes, which can no doubt be considerably increased when the means of dealing with greater quantities of stuff are ready. Taking 1 fm. at each point at present in operation the aggregate value is nearly 4500. They were daily expecting the Mary Owen to load with 220 tons of ore, and were chartering another vessel to take 250 tons at the beginning of October. The Samuel Hollands has arrived this week at Swansea with 240 tons.

DEVON FRIENDSHIP.—The 43, the winze below the 30, and the stopes continue to yield well. The stonebreaker is expected to go to work at the end of next week, and this will enable the returns to be further increased. The directors have accepted one of the tenders for the new pumping-wheel to be erected at the old mine.

TREAVAN.—The published report in another column, although short, is full of interest to shareholders. All points appear to be good and improving in value. Fresh tribute pitches are continually being let, and the yield of copper at the 100 is very important, the lode producing 4 tons per fathom, and having the appearance of opening up a rich run of copper ground, while the tin lodes are looking better all round. Several new points will be ready for tributaries shortly, which will, no doubt, materially increase the monthly sales.

POLROSE.—This mine was inspected on September 10 by Capt. S. Harris, formerly of Great Wheal Vor Mine, adjoining Polrose, and which gave large profits to the adventurers. The following are Capt. Harris's remarks upon the prospects at Polrose:—The engine-shaft is sunk 6 $\frac{1}{2}$ fms. below the 112, on the Margaret lode, which, in the bottom of the shaft, is 3 ft. wide; better defined than ever I saw it before. In the south part of the shaft there is one large branch or dropper, about perpendicular, that will fall into the lode in another 10 or 12 ft. sinking; besides this, there are several small branches between the lode and the branch named which contain a little tin. I broke portions of the lode and branches, from which I took a fair sample, that produced 1 qr. 7 lbs. of tin per ton of stuff. I herewith enclose the tin from the sample. I have had a great deal of experience in the neighbourhood, being an agent in the adjoining mine, Great Wheal Vor, for over 20 years, and I am pleased to say I think the change in the bottom of Polrose a very favourable one; and, about the depth that the Metal part of the Great Vor commenced to be rich, and I shall be greatly disappointed if Polrose does not continue to improve from now.

GOGINAN SILVER-LEAD.—A very important discovery is just reported to have been made at this famous old mine. For some time past explorations have been going on in the 70, under the ground which in times gone by gave splendid returns of silver-lead, and although for many months the prospects of finding anything of value were the reverse of cheering this opportune discovery, at a moment when things seemed at about their worst, has put the managers and proprietors in good spirits again, and the most confident belief is now expressed in a successful future. Early last week news came from the mine that the end of the 70, which had up to that time been poor and hungry looking, had improved in appearance, and this was very soon followed by the welcome sight of a stringer of rich silver-lead, similar to what had in the old days of the mine been found in the upper workings, from which something like half a million sterling has been realised. There has since been a steady improvement, and the further the lode is opened out the richer it has grown, until it has become profitably productive, and shows every indication of being the commencement of one of those extensive deposits of mineral for which Goginan has been famous during a period of about 40 years. The mine captain under date of Sept. 11 writes that the lode continues to look well, and yields "25 cwt. of silver-lead ore per fathom. We are carrying 2 $\frac{1}{2}$ ft. of the lode in the drirage, and by the end of the week we shall have the lode in altogether. The lode

contains ore all through so far north as we have seen it." From this it appears certain that when the lode is fully opened out a very large deposit of mineral will be disclosed, and the labour and expenditure of the company during the past three years of gloom and depression will, we trust, be amply repaid. A later account of the discovery, sent by an old resident at Goginan village, describes the lode as being richer than reported, and values it at fully 2 tons of silver-lead ore per fathom. It is needless to say the matter is being watched with great interest, and has caused quite a revival of spirits amongst miners in the district.

EAST WHEAL ROSE.—The agent's report this week again shows that the work of development of this great property is being prosecuted with untiring energy. To closely follow the whole of the points mentioned is a work of difficulty without working plans, but sufficient can be gathered without those to arrive at this conclusion—not only is the opening up of the mine being pushed forward with all speed, but that success attends the forward march at every point. It appears while clearing a level to reach one lode two other lodes have been intersected, and are productive of silver-lead ore, thus adding considerably to the previous estimated value of this south part of the mine. Another point of great importance is the clearing of North Wheal Rose shaft to the 55, and finding it secure another 13 fms deeper. This shaft in all probability will now be found secure to the bottom. When it is remembered the lode at the bottom of this shaft is reported to be worth 20 tons to the fathom the value of this part of the mine can scarcely be over-estimated. Capt. Skewis and Doidge say—"On no occasion have we seen the prospects so satisfactory and encouraging as they are to-day."

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August—Bryn-yr-Afr	8	27	2 6	Weston, Son, & Co.
—Mynach Vale	10	7	12 6	ditto
Sept. 11—Lisburne	50	8	13 6	Sheldon, Bush, and Co.
—Cwmystwyth	25	6	19 0	Walker, Parker, & Co.
—East Darren	25	9	16 0	Quirk, Barton, and Co.
—Isle of Man	120	9	13 0	ditto
13—Talargoch:—				
—Maesyrwddu	50	7	10 6	ditto
—Cottis Llys	10	8	11 6	ditto
—North Hendre	50	7	13 0	Adam Eytton.
—ditto	50	7	15 0	ditto
—Tankerville Great Consols:—				
—ditto	25	7	0 0	Sheldon, Bush, & Co.
—ditto	25	7	0 0	Walker, Parker, & Co.
—Raman Gravel	50	7	12 0	Adam Eytton.
—ditto	50	7	10 6	ditto
—ditto	50	7	5 0	ditto
—ditto	50	7	10 6	Runcorn Company.
—ditto	50	7	2 0	Panther Lead Co.
—Van	40	8	13 0	Adam Eytton.
—ditto	40	8	15 0	Sheldon, Bush, & Co.
—ditto	40	8	14 0	Weston, Son, and Co.
—ditto	40	8	17 6	Panther Lead Co.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Sept.—Bryn-yr-Afr	20	2	3 0	Crown Spelter Co.
12—Talargoch	255	4	1 0	Vivian and Sons.
13—Tankerville	40	3	17 6	Crown Spelter Co.
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75 Colombian Gold, 5s. 6	40 La Plata, 13s. 9d.	30 Treavean, 7s. 6d.
30 Corporation of South Australian Copper.	25 Mounta Bay, 4s. 9d.	20 Tollma A., £5.
25 Callao Bis., 10s. 6d.	100 Nouveau Monde, 7s.	25 do B.
30 Chile Gold, 13s. 9d.	20 New Emma, £1 11s. 3	5 Uni. Mexican, £5.
100 Chontales, 7s.	30 Organos Gold.	5 Van, £4 15s.
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25 East Blue Hills, 5s. 3	20 Potosi, 11s. 3d.	25 West Caradon, 10s.
40 East Caradon, 7s. 6d.	50 Parya Corpora., 2s.	15 Wheel Crebor, £2 $\frac{1}{2}$.
35 East Rose, 9s. 3d.	20 Ruby, £1 11s. 3d.	10 Western Andes Gold £5 $\frac{1}{2}$.
20 Frontino, £1 12s. 3d.	5 Richmond, £6 2s. 6d.	
30 Gold Coast, 13s. 6d.	50 South Darren, 11s. 3d.	

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50 Drakeville, 4s. 9d.	100 North Herodasfoot, 3s.	60 West Caradon, 10s. 6d.
100 East Blue Hills, 5s.	25 New Emma, £1 11s 3	100 West Crebor, 4s. 9d.
25 East Caradon, 7s. 6d.	100 Nouveau Monde, 7s.	100 West Devon Con., 2s 9
100 East W. Rose, 9s. 3d.	100 Old Shepherds, 8s.	100 West Gonamen, 4s. 6
50 Flagstaff District, 4s.	50 Organos, 14s. 6d.	50 Wheel Crebor, 2 $\frac{1}{2}$ s.
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Notices to Correspondents

CROOKER'S MINING AND SMELTING COMPANY (Colorado).—I have anxiously looked over the *Mining Journal* for a report of the meeting called by the above company for Aug. 31. There is no such report. How is the company progressing? Is there some "hitch" in the contract? If you could give me some brief intimation as to the "hitch" in its progress—the cause of its shareholders receiving so little information of late concerning its prospects—you will confer a favour upon one of your many subscribers.—W. W. B.: *Lytham, Sept. 10.*

MINING ON THE GOLD COAST.—I should be glad if some correspondent would inform me, through the *Mining Journal*, what progress is being made with the Cankim Bamoo Mining Company, established some time since for working mines on the Gold Coast?—F. M.

CORRESPONDENCE.—"N. N."—It would greatly facilitate the correct insertion of communications if correspondents would kindly send them early in the week. When trade and market matters have to be attended to, matters which could equally well have been forwarded before are necessarily thrown aside.

WEST WHEAL ROSE.—"G." (Yeovil).—Your best course will be to consult a respectable solicitor, who would probably make application to the Court to get your name struck off the register. Your 1s. per share is probably lost; but unless you get the matter settled you may at some future time be called upon for the other 1s. per share (assuming that they are 1s. shares), although you might be the only holder of shares other than fully paid. Unfortunately there is no law to prevent allotment before any reasonable amount of working capital has been subscribed. Bankers ought to be made liable to return deposits unless three-fourths at least of the working capital is paid up, but at present they are not so liable.

PAUL LEVY.—Mr. R. Larchin, of Finsbury-circus, in reply to "F. L." in last week's *Journal*, writes that he is in correspondence with the proprietor of the *Paul Levy*, in Surinam, and also with his agent, shortly in London.

ADVERTISEMENTS.—"D. and Co." (Glasshouse-street).—The price varies according to the class of advertisement thus: Prospectuses, per column 12s. 12s.; per page, 30s. General advertisements, and advertisements for situations, or for officers, &c., 8d. per line; minimum charge, 4s. Financial advertisements, official notices, and the like, 9d. per line; minimum charge, 7s. 6d. The line averages 11 words. Trade advertisements continuous or for frequent repetition are charged by the inch in depth, according to size, position, and length of order. Estimates will be forwarded on application with particulars.

Revised.—"E. N." (Colliery).—It is altogether impracticable to determine the price at which a share shall be advertised.—"G. J. M." There has been no edition of the *Mining Guide* for the last 25 years. You will probably find what you want in the official *Mineral Statistics* published by H.M. Stationery Office.—"W. B." (Threlkeld). We cannot trace any connection between the two firms. The London agents of the Crown Zinc Company are Messrs. Henry Rogers, Sons, and Co., St. Mary Axe.—"J. Y." (Grosvenor Gallery Library). All replies to letters and communications published in the *Journal* must be in similar form; no replies are in any case forwarded direct to the writers.—"J. G." (New Trumpet). Partially next week.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, SEPTEMBER 15, 1883.

Death of Mr. Richard Middleton.

It is with sincere regret that we announce the death, in his 80th year, of Mr. RICHARD THOMAS MIDDLETON, for more than forty-five years the acting partner in the *Mining Journal*, and we are sure that this regret will be shared by the vast majority of our readers. His business tact has been evident to all who have come in contact with him, and in many cases his timely mediation and practical suggestions in matters entirely unconnected with the *Journal* have not only prevented litigation but restored disputants—of which in connection with share transactions and the promotion of companies there are, unfortunately, too many—to their previous position of friends. Enjoying a strong constitution and robust health, which he was careful to preserve, he scarcely knew what illness was until the end of 1880, when he contracted an affection of the lungs, from which he never thoroughly recovered. Yet he continued to attend actively to business, and although at the beginning of the present year he had again a serious and lengthened attack, he persevered most manfully, and was on his partial recovery at the office almost daily until Thursday, Sept. 6. He died at his residence, at Barnsbury, on Monday evening, of jaundice and dropsy, his mind being clear and active until a few hours before his death. Few men have enjoyed more uniform respect in business, and probably few have succeeded better in reconciling conflicting interests.

THE TERMINATION OF CONTRACTS.

The notices simultaneously issued by three of the largest steel-making firms in South Wales, to the effect that all contracts will terminate at the end of the current month, is of most significant importance. They tell in unmistakable language that the proprietors find it absolutely necessary to reduce the standard of wages; and we fear it is almost equally apparent that these notices, unless the men are guided by far greater discretion than has hitherto prevailed, will lead to another of those disastrous strikes which are the bane of modern times. It is useless to attempt to disguise the fact that however apparently active many of our large steel and iron works may have been of late, the prices obtained are barely remunerative—anything but proportionate to the large amount of capital involved in the trade, and the anxieties and responsibilities consequent upon the keen competition which now exists on all hands. We have repeatedly urged that strikes are most disastrous to all parties; both masters and men are losers, whichever side eventually wins. Unfortunately, strikes are now of almost weekly occurrence in some part of the kingdom or the other—no sooner is one over than another breaks out elsewhere, and this internecine warfare between capital and labour is constantly waged to the detriment of the trade and commerce of the whole country. We cannot too often repeat for the serious consideration of our working classes, or too strongly emphasise, the remarks which Mr. FAWCETT, M.P., made several years ago, when he said—"It is in vain to expect any marked improvement in the general economic condition of the country as long as the production of wealth involves a keen conflict of opposing pecuniary interests. The efficiency of capital and labour must be most seriously impaired when, instead of representing two agents assisting each other to secure a common object, they spend a considerable portion of their strength in an internecine contest." If our industrial classes would only lay to heart these words of sound common sense and prudence we should hear no more of strikes such as that which occurred a short time since at North Staffordshire, and which cost an absolute loss of no less than 150,000l.

It is in the earnest desire, in the present critical condition of the steel and iron trades of the kingdom, that another disastrous strike shall be averted that we pen these remarks. The artisans cannot possibly be in so good a position to judge of the exigencies of the trade as the makers. Orders are undoubtedly more plentiful than they have been for some time past, and there is an apparent activity at the works; but prices are low and unremunerative, and it requires no small amount of perseverance and firm faith in the future to keep the works in operation. One of the most costly factors in the production of steel and iron goods, and all our great staple manufactures, is that of wages, and unless this is reduced, it is very much to be feared that the country will be unable successfully to compete with the rapidly increasing productive powers of other nations, and where wages are not nearly so high as in England. It would be well if our industrial classes would bear in mind the fact that it is nothing but the vastly superior natural advantages which this country possesses, coupled with the excellence and stability of workmanship, which enables us to maintain our manufacturing supremacy. This supremacy must be maintained at all costs; and if our manufactur-

ing classes would still earn good wages and continue to live happy and prosperous, they must submit to the exigencies of the times, and bow as cheerfully as possible to the inevitable.

The present is the time when steps are generally taken to secure the autumnal and winter trade; and we take it one of the principal reasons given for the termination of all contracts at the end of the present month at the large steelworks in South Wales is to allow the managers to make contracts for some months to come. It will depend, to a very great extent, upon the attitude of the men in the present juncture, whether the works shall be active and vigorous over the winter, or whether they shall be only partially occupied, if not altogether idle. A reduction of wages, a lessening in the cost of production, must inevitably lead to a considerable expansion of trade, and this expansion would mean permanent employ. One would think that such considerations as these would lead to serious reflections on the part of the great body of operatives. We may rest assured that the steps just taken by the masters has not been taken without due consideration, and unless absolutely necessary for the promotion of the best interests of all. We are fain to believe that the great bulk of our working classes are content with their condition, and that if left to themselves to solve the present wage problem they would decide to submit to such a reasonable reduction of wages as would enable makers to enter more freely into the markets, and compete upon more favourable terms with foreign nations in the production of those staple articles upon which our national prosperity depends. Our general working classes were never better off than at present, except, perhaps, during two or three years of exceptionally inflated prices. They are now earning high wages, higher than any other nation (all things taken together), they can get cheap food and cheap clothing, and they should be with prudence and economy comfortably well off. If they are not now content, then we know not what will satisfy them. The same rate of wages, or very nearly so, are paid now as when the prices of manufactured articles fetched nearly 50 per cent. more than they do at present. They have had a long period of comparative prosperity; they must now face the difficulty before them, and if they are wise in their day and generation they will gracefully accept a reduction of wages—say, of 10 per cent.—as an imperative necessity, and as the only means of maintaining our national supremacy.

WONDERFUL DISCOVERY OF TIN ORE IN SOUTH AUSTRALIA.

About 10 miles south of Bridge Creek, at the foot and east of Mount Shoobridge, in the northern territory of South Australia, Mr. Cruikshank has discovered two massive outcrops or lodes, each from 8 to 10 ft. in width and from 30 to 40 feet long, composed of talc, quartz, and black tin, yielding of the latter, on assay by Mr. F. Claudet, 17-10 per cent. of metallic tin. These outcrops are about 30 ft. apart, running parallel, and at the highest point stand 9 ft. above the surface of the ground. Their bearing is north-east and south-west, with a slight tend to the south-east. About 300 yards north-east of the above, but at a less elevation of some 30 ft., another outcrop occurs, from 5 to 6 ft. in width, of similar composition, but perfectly level with the surface. The formation of the country contiguous to the lodes is a soft micaceous sandstone.

A deposit of alluvial tin, which in the course of time has become disintegrated from the lodes, has also been discovered from the summit down the slope of the range, varying in thickness from 1 to 4 ft., and yielding from 4 lb. to 6 lbs. of black tin to the dish of 20 lbs. of stuff, and giving on the report of the same assayer 70-46 per cent. of metallic tin. This important discovery is likely to prove even richer than the famous Mount Bischoff Tin Mine, in Tasmania. Owing to the favourable nature of the matrix of the lodes no expensive dressing machinery, such as a battery of stamps, will be required; but simply a portable steam-engine, stone-breaker, crusher, and self-acting jiggers. With this simple and inexpensive machinery it is estimated 10 tons of black tin per day can be produced.

The projected Government railway from Palmerston to Pine Creek will pass within 10 miles of the mine, and when constructed will considerably lessen the cost of carriage, labour, &c., and further add to the profits of the undertaking. Large blocks of ore, one of which weighs over 1 cwt., have been received in London, and can be inspected by those interested.

MINERS' WAGES, AND MINERS' DEMONSTRATIONS.

During the last few days an agitation has been commenced for the purpose of obtaining a general advance of wages from the colliery owners, and in furtherance of other objects in the interest of the working miner. Demonstrations, as they are termed, have taken place at Ilkeston and Chesterfield, in Derbyshire, at which were present many well-known speakers connected with mining associations. The wages question was, of course, the *picco de resistance*, and it was pointed out that everything now favoured a large advance. It is true that the coal trade of late has been exceptionally good for the time of year, and that in many districts the men have been able to work the full six days weekly, which, one would think, was greatly to their advantage. But it would seem that the men are more contented when they are only working four days a week than when they are fully employed. When trade is good the agitator makes his appearance, and it is his work to sow dissension, for discontent on the part of the toilers is the manna on which he lives and thrives. No one will deny the right of the miner to participate in the advantage of good trade; but wages must be identified with profits, and it does not follow that profits increase with every improvement in trade. Of late there has been a great increase in the quantity of coal exported, more especially to France and Germany, and this position has only been attained by selling at a low price, as in those markets there is a great deal of competition. But the colliery owners, by working to a very fine point, being content with a most trifling profit, have been able to find constant employment for their work-people, and for so doing, in some instances, at least, they are asked to give more money in the shape of wages because of their successful efforts in keeping their works fully going. At the demonstrations that were held recently in Derbyshire no allusion whatever was made to the export trade, although more than one-eighth of all the coal raised in Great Britain is sent abroad—and, therefore, because the miners were well employed, *ergo*—the employers were making large profits, a portion of which belonged to the workmen. If the employers are now making a profit—as no doubt they are—it is more than they did during the previous three or four years, for as we frequently pointed out at the time, there were few who made the most trifling profit, many who lost heavily by keeping their mines going, whilst those were considered fortunate who were able to make both sides of their ledger balance. But such trifles as these are never alluded to, or even thought of. At the demonstration at Chesterfield on Monday, Mr. PICKARD stated that last year the men went in for 15 per cent. advance and got 10 per cent. Coals then went up 1s. per ton, so that the masters got 10½d. per ton, whilst the men obtained the other 1½d.

This is one way of looking at the matter, but not the correct one. House coal in the autumn certainly went up 1s. per ton, as is usually the case; but steam coal, on the other hand, did not realise so much as it did in the summer. But the advance in the price of house coal only took place where there were no contracts on hand, and many colliery owners enter into contracts for forward delivery at certain prices, which are in no way affected by the market quotations. These are simple facts that are known to the trade, but are never mentioned by those who advise the men, and are paid for so doing. They present only one side of the picture, and in this respect are not by any means so fair as the intelligent workmen, who are amenable to reason, which is more than can be said of those who are placed in the position of leaders. Amongst the other grounds for asking for an advance of wages is the forced use of safety-lamps in most of the Derbyshire mines. One of the speakers—a miner—went so far as to say that he would never go down a mine where safety-lamps were used. Such lamps were ordered after the fatal explosion at Clay Cross last year, and for the express purpose of giving the greatest possible amount of safety to the miners whilst at work. Yet some of the men would prefer running every risk if by so doing they could

get a little more coal in the course of a shift. In fact, many of the men show that they would not make the slightest sacrifice for their own protection, hence the resolution at the Chesterfield demonstration that in enforcing the use of safety-lamps at collieries in Derbyshire without any remuneration was arbitrary and unfair. Political matters, it may be said, are becoming prominent at these workmen's gatherings, probably in the absence of any actual trade grievances, and at the meeting on Monday there were resolutions with regard to land tenure, which at present was stated to be detrimental to the interests of the nation, and also with respect to Parliamentary representation. But after all the wages question was the one in which the greatest interest was felt, and it is evident that an agitation has been commenced that will extend in all directions, at least in the mining districts, and when we are told that it is intended to demand an advance of 20 per cent. all round, it will be admitted that the agitators will in all likelihood have a very large following, and that some inconvenience to trade may result in a few of our mining districts. Firmness and combined action on the part of the employers will be necessary to counteract the counsels of the men who live by agitation, and by endeavouring to sow strife between employers and workpeople.

THE MINERS, AND INTERMEDIATE EDUCATION IN WALES.

The miners of the Aberdare Valley have wisely determined not to tax themselves for ten years for the exceedingly questionable advantage of giving their sons a collegiate education, until they have more maturely considered the matter. The proposal to establish Labour Scholarships in the new University College of South Wales is well understood by all the more intelligent of the working colliers as absurd, and the movement is recognised throughout the whole district as a clumsy attempt on the part of the friends of the College, and not friends of the working colliers, to grind 150,000l. out of poor, hardworking men, for the benefit of the College officers. It would not be unreasonable to ask Mr. Ivor James, the principal speaker at the meeting, for substantial evidence of the accuracy of the assertions he is reported to have made at the poor miners' mass meeting. He had, he declared, been commissioned to deliver his message to them that day by the College Council at Cardiff, and he was glad to know that his proposition had been endorsed by some of the leading statesmen of this country. The difficulty of getting into that college was the difficulty that they had to solve for their children. How were they to solve it? Their children were in the elementary schools, and elementary schools would not train them to a position for entering the colleges. He had been one of those who did not in the first place believe in the college, because he considered that intermediate educational facilities not having been provided the Government had begun at the wrong end of the stick. Well, he now asked them, in the face of these difficulties, to give one farthing per week for 10 years. This would amount in the aggregate to 150,000l. They proposed with that money to found scholarships for their children. These scholarships would be five years in duration—two years to be spent in school to prepare for the college, and three in the college itself. He concluded by asking them to come forward in their thousands and their tens of thousands, and give the paltry sum that was asked of them per week, in order that Wales might take its proper position in the world, and that its children might be abreast of the sons of Scotland and other countries, where considerable progress had been made in educational matters. A resolution was then read from the chair, which was to the effect that the meeting was fully convinced that it was the profound duty of the South Wales and Monmouthshire miners to adopt the farthing scheme, believing that it will be the means of raising the South Wales miners to a higher social standard.

That such a preposterous resolution should have been very freely criticised by many of the colliers is not at all surprising, and Mr. Charles James, M.P., deserves the warmest thanks of all workmen for giving them the sound advice to look before they leaped. The honourable member remarked that this was a very important question. On a matter of such magnitude, of course it was desirable that Welsh children, who in the main were sharp children, should have the same opportunity of getting up the ladder as English children; but they had been unfortunately situated in Wales. Their great defect had been not so much a want of colleges as of intermediate schools, and it appeared to him that they were trying to build one storey in the educational edifice, leaving another out. Whether they were to be asked for money for ten years to establish schools of that sort was a matter which he thought they could not rush into without considering in mind the possible trade fluctuations of the valley. The motion was not put to the meeting, as there was evidently a wish that the matter should be deferred, and it is sincerely to be hoped that no similar attempt to impose upon the working colliers will be hereafter made. To offer a collegiate education to the son of a working man without money or influence is to offer him perpetual misery and poverty from the day he has completed his collegiate course—the character of the education and training which he receives unfits him to earn his livelihood as a collier or colliery official, and he finds when too late that every position which his knowledge would fit him for are filled by those whose original social position gives them influence, which the working collier can never hope for. What is required is that the working collier should receive such thorough instruction in every branch of the business of coal mining, that he may be fitted for the highest positions connected with the management of a colliery. For such positions men educated at college are usually absolutely worthless, and the employment of them jeopardises the lives of the workmen. Let the working collier have reasonable facilities for supplementing such elementary education as is now within his reach by the study of the subjects immediately connected with colliery operations and colliery engineering, and both pecuniarily and socially he will be far in advance of any holder of a labour scholarship in even the best university in the land.

ASSESSMENT OF MINES AND MACHINERY.—A new assessment made for Hunslet, Leeds, has caused much dissatisfaction amongst the heaviest ratepayers. The works of the well-known company, Messrs. John Fowler and Co., have been increased from 2472l. 1s. 8d. to 5640l., Messrs. Kitson and Co. from 1585l. to 5388l., Messrs. Tannett, Walker, and Co. from 828l. 12s. 6d. to 2311l., and Messrs. Taylor from 2240l. 12s. 6d. to 3663l. It appears that 14 large works in the town, who were until lately assessed at 13,426l. 18s. 4d., have had their rateable value increased to 27,523l., or rather more than double. Several collieries have also been considerably increased, although the rating hitherto paid has in some instances come out of capital. It seems that on every new assessment on mining or works some addition is made, whilst there does not appear to be any uniformity in the system of valuing. Now all kinds of machinery, fixed or otherwise, is considered assessable. This is certainly as yet not the case generally, for it has not been adopted in Leeds itself. Great efforts will, therefore, be made on the part of manufacturers, mineowners, and others to have the new assessment reviewed, and the result of these efforts will be looked forward to with more than ordinary interest by parties interested in all parts of the country.

MINING ON THE GOLD COAST.—The news brought home by the Senegal from the West Coast of Africa is anything but reassuring to those who have money embarked for the development of the mines in that region. It is reported from Accra that if the present Ashantee rebels carry their threat into execution there is likely to be another raid on the Gold Coast Colony. It seems that there are two parties in Ashantee, one of which wishes to restore the monarch deposed by Sir Garnet Wolseley and that a messenger has already arrived at Cape Coast Castle from the late King, saying the other party threaten to take away the Golden Stool (the throne) of Ashantee and bring it into the Gold Coast Colony rather than let him have possession of it. If this is done the ex-Monarch says the whole of Ashantee will come after it into the British territory. That such a message was received is perfectly true, though the British

officials could scarcely credit that one so impertinent could really have been sent by the late King Coffee. It is hoped in the colony that the Stool will be kept at Coomassie, though if the threat is carried out and the Ashantees march on the British colony they will doubtless get a warm reception.

QUICKSILVER.

TO THE 31ST OF AUGUST, 1883, INCLUSIVE.

	1882.	1883.
Seasons import, entries, bottles,	about 48,165*	about 52,892
Imports from Jan. 1 to Aug. 31, bottles ..	43,165	52,892
Exports	25,632	32,265
Imports for August	1,175	529
Exports	4,188	2,342
Price per bottle, about	£5 17 6	£5 7 6

Stock in London to August 31, 1883, roughly calculated, is about 99,000 bottles.—London, Sept. 10. J. BENNETT BROS.
* Including December, 1881.

SCOTCH PIG-IRON WARRANT MARKET.

Mr. W. WILSON (Glasgow, Sept. 13) writes:—The warrant market was dull in the fore part of last week, and very flat latterly. The autumn being now fairly entered upon with no appearance yet of higher prices, there has been an increased desire to sell on the part of holders. This long continuance of low prices must bring about a reaction in the natural course of things. Already there has arisen a competition for labour between the various coal districts, and where better wages cannot be given furnaces may have to go out. The shipments are again large, and compare favourably with last year. While the Board of Trade returns show a considerable decrease in the exports of pig-iron for August, the opposite is true as regards Scotland. 687 tons were put into store here last week, while 110 tons were taken out at Middlesbrough. There is no change in the number of furnaces blowing. Business was done during the past week at the following prompt cash prices:—

	Thursday, Sept. 6.	Friday, Sept. 7.	Monday, Sept. 10.
46/7½, 46/5, 46/6	46/7½, 46/5, 46/6	46/7½, 46/5, 46/6	46/7½, 46/5, 46/6
Thursday, Sept. 11.	46/7½, 46/5, 46/6	46/7½, 46/5, 46/6	46/7½, 46/5, 46/6
46/7½, 46/5, 46/6	46/7½, 46/5, 46/6	46/7½, 46/5, 46/6	46/7½, 46/5, 46/6
Price of Scotch Warrants, Sept. 10.	46/7½	46/7½	46/7½
Furnaces in blast in Scotland do.	114	109	119
Iron in store at this date	585,927	628,817	582,917
Shipments of Scotch pig-iron for week ending Sept. 8	12,534	10,429	14,812
Do. since beginning of year	455,752	416,291	398,127
Price of Middlesbrough, No. 3, Sept. 10	39/-	41/-	40/-
Furnaces in blast Middlesbrough dist.	117	120	117
Middlesbrough Iron Imported at Grangemouth, week ending Sept. 8	6,140	6,533	4,660
Do. do. since beginning of year ..	124,483	157,594	207,732

CHESTERFIELD AND DERBYSHIRE INSTITUTE OF MINING, CIVIL, AND MECHANICAL ENGINEERS.

The annual excursion of the members of this Institute took place on Tuesday and Wednesday, and was well attended. The party assembled at the Midland Railway Station, Nottingham, whence they were conveyed in brakes to the Wollaton Colliery. Here they were received by Mr. G. Lewis, of Derby, the engineer to the company, and Mr. W. Dawson, the manager, and other officials, by whom, with the permission of Sir James Oldknow and directors of the company, they were shown the colliery plant and the air compressing and hauling machinery. Subsequently, at the invitation of Mr. Lewis, the party was entertained at luncheon in a marquee adjoining the colliery office. Mr. Lewis occupied the chair, and was supported by Alderman Sir James Oldknow; Mr. R. Birkin, J.P.; the Rev. J. M. Mellow; Mr. Evans, her Majesty's Inspector of Mines; Mr. Stokes, Assistant Inspector of Mines; Mr. Dawson, Mr. Joseph Whittaker, Mr. Longdon (Blackwell), Mr. W. Barnes, Mr. Stevenson (Newstead), Mr. Levy, Mr. Whittaker (Derby), Mr. G. W. Walker (Bulwell), Mr. J. R. Waddle (South Wales), Mr. H. Lewis (Annesley), Mr. Hey (Pleasley), and others. The usual loyal toasts having been drunk, the Chairman expressed the pleasure which it gave the owners of the Wollaton Colliery and himself to receive the members of the Institute that day. He had to propose "Success to the Chesterfield and Derbyshire Institute of Mining Engineers." Mr. Longdon, in reply, said with regard to that coal field, they would agree with him that there was a time when Lancashire and the North of England were considered best for underground and surface working, but Nottinghamshire and Derbyshire did not then stand high. They would, however, now find that Nottinghamshire and Derbyshire combined the advantages of the North of England with their own. The underground and surface arrangements in the collieries in these districts were almost as complete as possible, and it would be seen that when the collieries of Lancashire and the North of England had failed those in Nottinghamshire and Derbyshire would be in existence.

In responding to the toast—"The Health of her Majesty's Inspectors of Mines for that District"—Mr. Evans said that by meetings of that sort they were enabled to interchange their ideas, and see things which they did not see at home, and coming together as they did and hearing speeches made and papers read helped to make them better men and more useful to their employers. He quite agreed with Mr. Birkin that there should be a good feeling between employers and employed, and without that there could be no success; but how was it to be brought about? He thought it should be left to the managers of the collieries. What Mr. Lewis had said with regard to the "longwall" system was quite correct, and it was most perfectly carried out in the district in which they were at that time. He did not know in his experience any district where it was so well carried out as it was in the Midland Counties. The chief object of the Institute was, as it ought to be, the safety of the employed. Of course, gentlemen like Sir James Oldknow and Mr. Birkin, who invested their money in collieries, should be expected to profit by their outlay, and he was sorry to hear that the Wollaton Colliery had not yet been a success. It was, he was sure, the feeling of everyone present that success should attend the Wollaton Colliery in the future, and personally he should rejoice to hear that the next balance-sheet showed a balance of 15 per cent. Mr. Stokes also responded. He hoped that the good feeling, courtesy, and kindness which had always been extended by colliery proprietors and managers to her Majesty's Inspectors in that district would be continued in the future. He could only say that whenever their (the Inspectors') assistance was required, whether night or day, they would only be too pleased to render any service in their power. The party then proceeded to the Clifton Colliery, where an inspection was made of the colliery plant, underground hauling machinery, and Fisher's patent system of unloading and loading pit-cages, and other particulars connected with the undertaking, which brought the excursion to a conclusion, the day's proceedings having been much enjoyed.

Resuming the proceedings on Wednesday, a meeting was held in the Council Chamber of the Exchange for the discussion of papers which had been previously handed to the members. Mr. Howard A. Allport was voted to the chair, and there was a good attendance of members. The Chairman said that the papers for discussion by them were, first, that of Mr. S. F. Lees, "On a Self-Acting Arrangement for Unloading and Loading Colliery Cages" (Fisher's patent); a paper by Mr. Robert Wilson, "On the Koepe System of Winding at Bestwood Collieries"; and Mr. Sydney Walker's paper "On the Electric Light and Transmission of Power by Electricity"—(a) electric lamps, (b) dynamo-electric machines, (c) accumulators. He (the Chairman) had been informed that a further paper on the same subject had been submitted to the members. After discussion the Chairman proposed the usual votes of thanks. Mr. W. F. Howard (the secretary) then announced that several invitations had been received for the members to visit different manufacturing works in the town, after which a discussion took place upon the paper submitted by Mr. Wilson, and submitted at a previous meeting, on the Koepe system of winding, which was in operation at Westwood.

A further paper by Mr. Walker on electricity was taken as read, as also was a paper contributed by Mr. Henry Fisher "On the System of Endless Rope Haulage in use at the Clifton Colliery, with remarks on various clutch gears in use, and a description of a new frictional clutch for hauling engines and other machinery."

The Secretary then announced that Mr. Richardson, Whitworth Colliery, Leicester, and Mr. John Turner, assistant manager, Barlow Colliery, Chesterfield, had been elected members of the Institute. After various votes of thanks had been adopted, the members visited Mr. James Oldknow's lace factory, the Castle Museum, the University Building, and other places of interest in the town.

REPORT FROM CORNWALL.

Sept. 13.—There are not wanting several indications of substantial improvement in mining prospects, all the more likely to be speedily realised that the disturbing influences are being one by one removed. The Dolcoath sales are having precisely the effect that we anticipated. The Tincroft lease has been settled on the basis of 1-40th dues when tin does not exceed 55½ per ton, and 1-26th when it is over; and these terms are said to give general satisfaction. That equitable terms could be arranged we never had any doubt. None the less, however, do we regret that, instead of the sliding scale, which is but one step in the right direction, the second was not taken. Now the prospect of a reform of the dues system on the pure profit basis is indefinitely postponed what is the use of talking about mining reform if, when the opportunity arrives, nothing is done?

East Pool, with various adverse conditions, has paid the satisfactory dividend of 18s. The mine is not only looking as well as ever, but seems likely to develop some very important additional features. It seems pretty clear that the Dolcoath gain in depth is to be repeated here also.

The event of the week has been the Polytechnic gathering at Fal-mouth, details of which will be found in another column. The exhibits in the mechanical department have been of unusual interest, and in several respects of special value. The most important practical speech was that of Mr. Warrington Smyth, F.R.S., who dealt in a most able manner with the question of safety-skips in special relation to the numerous plans for safety clutches shown.

Quite an exceptional amount of special activity has been shown during the past week in the eastern part of the county and adjoining district of Devon. Collacombe has held its first meeting since it was re-started on the Cost-book system; and Anderton, which is in the remarkable position of a Devonshire tin mine that is paying its expenses and something more, has started its pumping-engine. There are scattered about the flanks of Dartmoor so many old shallow mines that it is impossible to believe that with the improved appliances of modern mining there will not some day be a notable revival. Another point of interest connected with the eastern district is the presentation to Captain Skewis, on the occasion of his finally severing a 20 years' connection at Gunnislake (Clitters), by the workpeople of the mine of a silver inkstand and gold pencil-case—every man, woman, and child on the mine contributing. This most gratifying expression of esteem came as a pleasant surprise.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Sept. 13.—The Iron Trade in the Chesterfield and other districts continues in a healthy state, there being a large output of pig without much going into stock. The mills are working better, and there is now every prospect of this important branch of industry being considerably extended in the county, for of late years it has fallen off a good deal. The foundries are well employed in pipes and other castings for which the Staveley, Clay Cross, and some other works have the highest reputation. A good deal of interest is now centered in the Coal Trade with the Metropolis, owing to the scheme to send large quantities of it from the Scotch collieries on the Forth at a very low rate. It is stated that the coal can be delivered to consumers at about 16s. per ton, whilst the present rate is from 22s. to 23s. for the best inland. Should the Scotch coal really be brought into the London market, as it is stated it will be, then the question of the present railway rates for coal carried to London will and must be taken up by the different companies. At the present time the average charge by the five leading railway companies for coal going to London is about 7s. per ton from the different mining districts; and if to this is added 1s. 1d. per ton for the City dues, 9d. a ton for the truck hire, and 3s. 6d. a ton for carting and putting into sacks, there is a total of 12s. 6d. for the carriage of a ton of coal from the pit where it is raised to the premises of the consumer.

When to this is added merchants' profits, or agents' commission, as well as the rent of offices, &c., it will be evident that even at the present prices not such a very large sum falls to the share of the colliery owner for the mineral itself. With such an expenditure, it is needless to say that the inland coal would stand no chance whatever with that from Scotland, even if the latter was sold at 18s. a ton. But the mineral traffic is of the greatest importance to the railway companies, and they would fight hard to keep it, as was the case a few years ago, when the struggle took place between the Midland and Great Northern Companies, when coal was taken by the latter from South Yorkshire to London at 4s. 11d. per ton, whilst the present charge is 8s. 3d. per ton. To give some idea of the value of the coal traffic to London by railway, it may be said that, taking the railway rate to London from the different mining districts at 7s. per ton, the total for last month would amount to upwards of 200,000l., or at the rate of nearly 2,500,000l. a year. If the pit price for all descriptions of coal sent by railway to London be taken at 9s. per ton, the amount last month would be about 270,000l., the City dues on which would be 32,272l. Taking the total cost of carriage, price of coal, and the City dues, the amount for August would have been in round numbers 502,000l., and, assuming that the coal averaged 20s. a ton all round, this would leave something like 93,000l. for carting, terminals, profits, &c.

It will be seen from the above facts and figures that the coal traffic by railway to the Metropolis is of great importance to the railway companies, as well as to a large number of persons not connected with them. It is, therefore, to their interest to do all they can to extend it, and this can be only done by giving a moderate rate to the colliery owners, and such as will place them in a better position than they are now in to compete with the sea-borne coal, the cost of the carriage of which is about 50 per cent. less than by railway. Of late, however, the railway-borne has progressed most favourably, and this will be seen from the following figures, showing the tonnage sent by the various railways during the last three months:—

	June.	July.	Aug.
Midland	172,631	186,620	201,713
London and North-Western ..	127,858	130,600	149,408
Great Western	71,255	106,679	85,229
Great Northern	74,230	100,676	90,578
Great Eastern	56,589	65,282	62,861
Other Lines	7,258	7,457	7,945
	509,821	597,314	597,805

It is a singular instance of the changes that are going on in the trade that more coal was sent to London by railway in August than in any previous month of the present year. But the agitation that has been commenced for an advance of wages has no doubt led to merchants and large consumers laying in heavier stocks for autumn and winter than would otherwise have been the case. The largest quantity of coal sent by railway was from Derbyshire, Clay Cross alone forwarding 22,000 tons. From a dozen collieries in Nottinghamshire, including Hucknall, Torkard, Linby, Annesley, and Babbington, no less than 83,000 tons were sent last month. From South Yorkshire Messrs. Newton, Chambers, and Co. forwarded upwards of 25,000, being the largest quantity dispatched by any company or firm during the month. The London and North-Western took an increased tonnage in August from several districts, including Wigan, Staffordshire, and South Wales. A good deal of Silkstone coal was forwarded from a few collieries in South Yorkshire, Birley taking the lead. The Great Eastern has not come up to what was expected of it when it obtained running powers over the Great

Northern to Doncaster, and access to the South Yorkshire coal field, for it has not taken much more coal from the district named than when it was entirely isolated from the locality. Colliery owners, it may be said, are looking forward to the railway companies reducing the rate in the face of the threatened competition on the part of the Scotch colliery owners.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Sept. 13.—The North Staffordshire colliery owners are this week receiving circulars inviting them to attend a meeting of employers at Stoke-on-Trent, to consider what steps should be taken towards making common cause with any of their number whose men have not yet resumed work. The colliers are gradually returning to work, but the number per day is but small, averaging, as it does, only between 20 and 30. The coal market in the south of the country remains quiet, for although a new Wages Board has been established the men on the west side of Dudley are dissatisfied with its nature, and have withdrawn their delegate, and there now appears to be uncertainty as to the loyalty that will be accorded by the other 12 districts represented. The decision of the arbitrator, Mr. Haden Corser, as to granting the demands of the men, a scale which means an advance of 8d. per day or stint upon present wages, has not yet been published, but although it is not anticipated that the full concession will be made, it is admitted that it would be difficult to arrange a scale that would leave masters in as good a position as they are now. The prevailing condition of things was not, therefore, such as to lead masters to make any concessions either on the Wolverhampton Exchange yesterday or in Birmingham to-day. Rates were firm on the week, with a moderate business doing. Best Thick coal of the quality needed by the thin sheet makers was moving at 9s. per ton, but more business was done in lower qualities at prices ranging from 7s. 6d. up to 8s., and occasionally 8s. 6d. Common forge coal was to be had at from 6s. 9d. to 7s. 6d.

On Tuesday, a decided step was taken by the Mines' Drainage Commissioners in the project for perfecting the deep drainage of the mining area which they commenced when their interests were vested in the present triumvirate. For several years some four or five square miles of mine in the Stow Heath locality of the Bilston and Tipton district have been water-logged, and before that time the two engines dealing with it were of inconsiderable power. Now, however, an efficient engine has been set to work, which it is hoped will continue to benefit the district for at least 30 years to come. The total cost in connection with its establishment has been some 3500l. The Chairman of the Commissioners, Mr. Walter Williams, took advantage of the formal opening to announce the completion of a system of surface drainage, by which all water drawn at the various pumping stations will be run off the surface and discharged outside the drainage area without percolating into any of the mines. Good progress is also being made in the driving of levels to facilitate the pumping throughout the district.

The operative section of the Mill and Forge Wages Board applied at the end of August for a revision of the sliding scale. The full board met in Wolverhampton on Monday to consider the application, when the operative secretary (Mr. James Capper) announced that the men's opinions were not yet matured, but that mass meetings would be held throughout the district, and that definite alterations proposed before the end of the month. At present the men are uncertain whether to abolish or to retain the sliding scale. If they retain it they will require, they say, that the average selling price on which wages are based shall be taken, not on puddled bars alone as now, but on all descriptions of iron as in the North of England. It is very doubtful whether such a change would be of advantage to them, since fluctuations are so much more frequent here than in the North. Indeed there are not a few ironmasters who express the belief that if any difference were caused it would be to the advantage, not of the men, but of themselves. Meanwhile, as the existing scale terminates by notice at the end of this month, the fixing of wages until another is decided on, is left in the hands of the arbitrator, Alderman Avery, of Birmingham, on the understanding that there is to be no cessation of work.

TRADE IN SOUTH WALES.

Sept. 13.—The shipments of coal at Cardiff for the month of August were 583,620 tons foreign, and 88,067 coastwise; Newport, 124,395 tons foreign, and 93,141 coastwise; Swansea, 88,344 tons foreign, and 60,832 coastwise. The shipments for the eight months ending August show an increase at Cardiff of 597,261 tons over the corresponding eight months of last year; Newport, an increase of 137,654; Swansea only 2671 tons. The tone of the market is very firm at the present time for all large first-class coal, while small coal is in weak demand at 4s. per ton. The contracts made by the P. and O. Company at Cardiff for the ensuing 12 months are, as nearly as can be ascertained, as follows:—D. Davis and Sons (Ferndale), 50,000 tons; Powell Duffryn Company, 30,000; Plymouth Company (Plymouth), 50,000; A. Taylor and Co. (Taylor's Merthyr), 25,000; G. Insole and Son (Cymmer), 20,000; Coffin and Co. (Dinas Merthyr), 20,000; Glamorgan Coal Company (Hood's Merthyr), 20,000; and Great Western Colliery Company, 10,000. This represents a grand total of 225,000 tons.

Owing to certain difficulties, the Cardiff and Swansea Colliery Company (Limited), some 18 months ago, suspended sinking operations at their pits at Resolven, but now that an amicable understanding has been come to between the vendors and the company, whilst the trustees of the estate having made liberal concessions, a new powerful engine, pit framing, and other plant, preparatory to a new start at sinking operations, have been constructed. A new locomotive tramroad is to be worked, and the formation of an incline to the railway siding will also soon be completed. All this, with the usual work of the company, has been carried on under the energetic management of Mr. W. Thomas, of Aberdare, and Mr. J. Salathiel, of Resolven. The company have kept working a considerable amount of coal from seam No. 2 at one of the pits, and which they mean to keep on. The other pit was sunk to seam No. 3, which was found to be 200 yards from the surface before the stoppage. But as the thickness and quality of this seam did not prove satisfactory it will not be worked for the present. The present object is to sink this pit to the Rhondda steam coal measure, which is supposed to be 300 or 350 yards deeper, or 500 yards to 550 yards from the surface. The well-known contractor, Mr. T. Jenkins, of Tylorstown, has taken the contract, which, it is supposed, will be completed in about 18 months. The sinking operations have been commenced. These improved prospects tend to enliven the drooping hearts of the inhabitants.

Things are going on very satisfactorily at the Bryngwyn Colliery, at Bodwas, between the men and master since the little dispute has been settled respecting which they struck recently, and there is a good demand for coal. At the Posart Pit the men are also working very regularly, and have done so for some time past. Things are improving steadily at the Cwmglo Colliery.

At an extraordinary general meeting of the shareholders in the South Wales Colliery Company (Limited), held at their offices, Russell's Wharf, Newport, the accounts for the half-year ending June 30 were received and adopted, and the preference dividend of 10 per cent. per annum on the B and New B shares was declared and ordered to be paid up to Dec. 30, 1882.

The amount of iron shipped at Newport for the eight months ending August last was 125,509 tons; Cardiff, 68,619; Swansea, 5244. Last week Newport sent away parcels as follows:—Rio de Janeiro, 1120 tons; Malmo, 987; Rosario, 534; Bahia, 380. Cardiff also shipped 3017 tons. The iron ore trade remains depressed. Cardiff received last week 8445 tons from Bilbao, and 1226 from other sources; Newport, 8741 tons from Bilbao, and 1180 from other sources. Notices have been issued at Dowlais, Tredegar, and at Cyfarthfa Works, intimating that on and after the end of this month there will be a cessation of contracts between employers and all workmen above ground. Colliers are especially exempt from this, but it is not known how far it may affect labourers working in connection with collieries at the top of shafts, drifts, and the like.

The men employed in the iron and steel industries of the com-

panies and others in this district are familiar enough with similar notices, which have often had no real result. They have been given at a period of depression like the present, but before the date of expiry the trade outlook has brightened, orders have come in, and there has been no necessity for any readjustment of wages and contracts. We say wages and contracts, for much of the work done in our large iron and steel works is now let out to contractors. At Tredgar, for instance, nearly the whole of the work above ground is done by contract, the only exception being the actual railmaking. The work in the Bessemer department is in the company's own hands; but, when the rails leave the mill, the straightening, punching, and other processes through which they have to go is done by contractors. In all endeavours to reduce the cost price of the finished article, therefore, the Tredgar Company, or rather the manager, has to rely more on being able to revise and reduce his agreements with the contractors who undertake the various departments of labour in the works than to reduce men's wages, those in the direct employ of the company being only a small proportion of the whole body. The number of persons affected by these notices amount to about 10,000. The Tin-plate Trade remains in the same improved condition as last reported. Good coke-mades fetch from 16s. to 16s. 6d., while inferior sorts stand at 15s. 9d. to 15s. 10½d.

TRADE OF THE TYNE AND WEAR.

Sept. 12.—There is still a fair demand for steam coal, and most of the works north of the Tyne are kept fairly going, but the Baltic trade is now drawing towards a close, and there is some anxiety felt as to the winter demand for this coal. Great complaints are made that it is not now supplied to the British Navy. Welsh coal now almost monopolises this as well as the French trade, but some exertion must be made to grapple with the Mediterranean trade at all events, and also to get part of the supply for the British Navy. There is still a good demand for steam small coal and bunker coal; but it is matter for surprise that shipowners and managers do not buy more North Country bunker coal, as it is suitable for the purpose, and much cheaper than Welsh coal. The demand for gas coal and house coal continues very good, and the price is likely to be advanced shortly. This is also a fair demand for coke at present; but the supply is large. The Jameson process for utilising the waste products, gas ammonia, &c., in coke-making continues to make progress. It has been introduced at Branceporth, and at other places in Durham with considerable success. A paper is to be read at the meeting of the Iron and Steel Institute on this important question by Mr. Jameson.

The Board of Trade Returns show that during the past month the exports have shown a slight declension; but so far as we can ascertain exports of all kinds have increased from the North-Eastern ports. Coal exports have increased considerably, and other exports are also larger. The shipments of coal and coke from Tyne Dock continue very large—20,000 tons per day. In the Iron Trade shipments are now an average, and with a good local consumption there should be a decrease of stocks this month. The general trade of the district continues to improve, the iron shipbuilding trade in the Wear and Tyne is fully occupied, and the engineers, founders, &c., are also fully employed; but the effect of the strike of engineers at Sunderland has had a very injurious effect both in that and other kindred trades.

The Chemical Trade in these rivers continues to improve; the advance in the value of bleaching powder and other products in this trade has been marvellous during the present year. The price of bleaching powder has been more than doubled during that time, and other products have also advanced considerably.

The Pig-Iron Trade continues pretty steady for present account, and sellers are firm. The exigencies of buyers are generally rather urgent, as a good deal of No. 3 has to be got off this month for shipment. Demand is, therefore, comparatively large amidst the scarcity of No. 3, and this causes a good tone in the market. There has been a lull some time in the demand for new iron ships—on the Tees—one of the largest yards in that district are getting to the end of their orders, and they have received no new ones for six months. Freights are low, and this has reduced the demand for new ships. The iron trade may, therefore, probably suffer from this cause unless a revival takes place. The prices of manufactured iron are 2s. 6d. to 5s. per ton higher for present than for forward delivery. Ship-plates can be bought for winter delivery at 5l. 17s. 6d., while for early delivery they are 6l. 5s. Angles are now 5l. 12s. 6d.; puddled bars, 5l. 12s. 6d. Pig-iron stands firm at 39s. to 39s. 3d. Shipments for the week, 22,291 tons of pig-iron. Coke is steady at 9s. 6d. to 10s. at the ovens. The strike of engineers at Messrs. Abbot's Works, Gateshead, still continues; the men came out on account of objections they have to a new code of rules established. That is the statement of the men, while the masters deny this. The great strike of engineers also continues at Sunderland; attempts have been made by the Mayor and others to induce the men to agree to have the dispute settled by arbitration; but the men will not agree to this proposal, although the masters would not object to this course being taken.

The local committee of the Iron and Steel Institute at Middlesborough are making preparations for the forthcoming meeting on Tuesday and three following days. A handbook is being prepared which will give an account of the local industries and the several works thrown open to visitors, and a brief description of the afternoon excursions to places of interest. Each day, at ten o'clock, the members of the Institute will meet in the Oddfellows' Hall, Middlesborough, when papers will be met and discussed till one o'clock, when an adjournment will be made for luncheon. On Tuesday the steelworks and blast-furnaces of Messrs. Bolckow and Vaughan will be visited. On Wednesday there will be two excursions—one to the Anderson Foundry and the blast-furnaces and saltworks of Messrs. Bell Brothers, Port Clarence, and the other to the North-Eastern Steelworks and other works in the marshes at Middlesborough. In the evening the annual dinner of the Institute will be held, at which will be present several distinguished gentlemen. Thursday afternoon will be devoted to excursions to works at Stockton when there will be a ship launch, and in the evening there will be a *fete* and display of fireworks in the gardens of the Saltburn Improvement Commissioners at Saltburn. Friday will be spent in excursions, of which there are three; one is down the river, the guests to which will be entertained by the Tees Conservancy Commissioners; another is to Crook, to view the plant of coke-ovens on the Simon-Carnes system, and to visit the works in Darlington; and the other is an inspection of the Cleveland Iron Mines. Earl Granville, Lord Derwent, Sir Arthur Otway, Sir Henry Bessemer, and others are expected to be present. Mr. I. L. Bell will entertain a large party at Rountown Grange. The papers to be read include most important subjects in connection with the coal and iron trades. There are two papers on coke manufacture; one on the use of raw coal in the blast-furnace, by Mr. Bell; and several papers on iron manufacture, &c.

PROPOSED SHIP CANAL FROM THE TYNE, WEST OF NEWCASTLE, TO SOLWAY FIRTH ON THE WEST COAST.—This old scheme, which has at various times been much discussed in this district has been again revived. The subject was brought before the notice of the Newcastle Town Council on Wednesday last, by Mr. W. Dickinson, who moved a resolution that a special committee be appointed to confer with the River Tyne Commissioners for the purpose of discussing the question and report to the Council. Mr. Leslie and others have given much attention to this subject. Mr. Leslie proposes that the canal should be 200 ft. in width, and 30 ft. deep, and that it shall be constructed without locks. Mr. Cail seconded the motion for the appointment of a committee, and the motion was carried. The construction of the canal would, no doubt, greatly benefit the trade of the Tyne with America and other parts of the world. The cost of construction would, however, be very large. The proposed new bridge across the Tyne also engaged the attention of the Council. The committees of the Newcastle and Gateshead Corporations have fully discussed the matter and approve of the scheme. The traffic on the present High Level Bridge they have ascertained to amount to about 14,000l. per annum. The engineers report that the cost of the construction of a steel bridge with one span is estimated at 200,000l., to which must be added the cost

of the approaches. A resolution was passed at the meeting as follows:—"That if a bridge across the Tyne be jointly constructed by the Corporation of Newcastle and Gateshead tolls be levied upon it for a limited period, and that the cost of the bridge be borne two-thirds thereof by Newcastle and one-third thereof by Gateshead. That in the opinion of the meeting the bridge, and the position of it shown upon the plans now submitted, are suitable for the proposed new bridge." As stated above, the scheme for the construction of a ship canal from the Tyne to the West Coast is a very old one. In the first session of the Parliament of 1710 a Bill was framed for the purpose of carrying out a proposal to make the Tyne navigable as far as Hexham, 20 miles west from Newcastle. This scheme was the precursor of those movements for the construction of a canal from Newcastle to Carlisle, which only terminated on the eve of the opening of the Stockton and Darlington Railway. Subsequently the iron way was laid along the line of the Roman wall between Newcastle and Carlisle, the train taking the place which was intended to be occupied by the barge. It is proposed that the canal shall be 200 ft. wide and 30 ft. in depth; but if the cost will amount to anything like the estimate given—30,000,000l.—we are afraid that it will not be possible to raise such an amount. No doubt the construction of such a canal, if feasible, would be of great advantage to the commerce of this district.

REPORT FROM NORTH WALES, SALOP, AND CARDIGAN.

Sept. 13.—The decreased receipts of the Cambrian railways are attributed—first, to the very depressed state of lead mining in Cardiganshire, and secondly, to the fact that the London and North-Western line from Festiniog to Bettws-y-Coed and Llandudno junction, and the Great Western line from Festiniog to Bala, have intercepted a considerable portion of the slate traffic.

A glance at the names on the coal wagons at Birkenhead shows that the North Wales coal field by no means employs a monopoly of the steam coal trade of that port. Besides the usual trains by the Great Western Railway from South Wales the Lancashire collieries are well represented. Probably, therefore, it was questionable policy on the part of the North Wales colliers in their mass meeting at Wrexham last week to pass a resolution pledging themselves to the Lancashire Union. But the eloquence of the professional drones was irresistible and prevailed.

Mr. Barratt, the esteemed manager of the Ruabon Coal Company's Works, at Hafody Blwyh, near Ruabon, is about to take charge of extensive collieries in the Crimea, and a large meeting has been held at Rhos to bid him good-bye. We wish him success in his new work. The works of the New Brick and Tile Company, at Gardden Lodge, near Ruabon, are approaching completion. They appear to be very extensive, and to be well arranged.

The Talargoch Mines, in Flintshire, are to be sold. Does this mean the finishing up of these famous historical mines, or is there, as I hope there may be, a new departure for the better?

FOREIGN MINING AND METALLURGY.

A slight amelioration continues to be observed in the general aspect of the Belgian iron trade. Transactions have become more numerous, and appear to be carried through with less difficulty, there being less discussion as to prices. Under these circumstances producers have shown less eagerness to enter into engagements beforehand, and appear disposed only to accept a certain amount of work to keep their establishments going. Almost all the forges have their order books well filled; some, however, are less well off for work than others, and this prevents a general improvement in quotations. Pig has remained firm at previous rates. English pig has brought about 2l. 6s., and Charleroi pig about 2l. 18s. per ton. In the Luxembourg prices have remained at 2l. 8s. to 2l. 10s. per ton, but no very important transactions appear to have been carried through upon these terms. Refining pig is quoted at an average of 2l. 4s. per ton. The basis price of iron is 5l. per ton; the usual difference of 8s. per ton per number being firmly maintained. A contract has been concluded for 8000 tons of steel rails at 4l. 14s. 6d. per ton, f.o.b. at Antwerp. Girders have been fairly well maintained at 5l. 4s. 8d. per ton. A quotation of 7l. per ton appears to be admitted for No. 2 plates. Plates of commerce have remained at 9l. 4s. per ton; No. 4 plates have made 10l. 16s. per ton. The imports of iron minerals into Belgium in the first seven months of this year are officially returned at 908,340 tons, as compared with 689,503 tons in the corresponding period of 1882. The exports of iron minerals from Belgium in the first seven months of this year were 249,080 tons, as compared with 103,312 tons in the corresponding period of 1882. The export of steel rails from Belgium in the first seven months of this year amounted to 37,777 tons; the exports of iron in the same period were 5757 tons.

The tone of the Belgian coal market has been satisfactory. All descriptions have maintained former rates, and the slight improvement which has occurred in Belgian metallurgical industry has imparted a little more animation to industrial coal. The season promises well for all descriptions of household coal, the demand prevailing being considerable. In the Couchant-des-Mons former rates have been well maintained, but have not, at the same time, experienced any material change. The imports of coal into Belgium in the first seven months of this year amounted to 681,645 tons, as compared with 516,807 tons in the corresponding period of 1882. The imports of coke into Belgium in the first seven months of this year were 21,500 tons, as compared with 10,082 tons in the corresponding period of 1882. The total of 681,645 tons, representing the imports of coal into Belgium in the first seven months of this year was made up as follows:—Germany, 243,018 tons; England, 161,697 tons; France, 71,123 tons; the Low Countries, 205,579 tons; and other countries, 228 tons. The exports of coal from Belgium in the first seven months of this year amounted to 2,282,391 tons, as compared with 2,276,112 tons in the corresponding period of 1882. The exports of coke from Belgium in the first seven months of this year were 610,607 tons, as compared with 622,978 tons in the corresponding period of 1882. Of the coal exported from Belgium in the first seven months of this year, 2,121,922 tons went to France, as compared with 2,143,477 tons in the corresponding period of 1882. Of the coke exported from Belgium in the first seven months of this year 535,735 tons went to France, as compared with 531,600 tons in the corresponding period of 1882. An official return shows that the aggregate production of coal and lignites in France in the first half of this year amounted to 10,437,071 tons; the corresponding production in the second half of 1882 was 10,860,961 tons. The tone of the German coal market continues favourable. The current production is easily disposed of, and a good winter season is anticipated. The demand for industrial coal on metallurgical account has regained a certain animation. The production of coal in the Dortmund district has doubled during the last twelve years, having been carried from 12,500,000 tons to 25,700,000 tons.

In the French iron trade the situation is not very brilliant, and in the Nord the price of iron cannot be carried beyond 6l. per ton, 6l. 16s. per ton being the current rate at Paris. The price of iron is, however, maintained officially in the Nord at 6l. 8s. per ton, and it is noticed that stocks in the district have been somewhat reduced. Pig has been maintained in the Meurthe-et-Moselle at 6l. 2s. 6d. per ton, but the production has sensibly increased, while the demand on the part of the forges has rather fallen off. The production of pig in France in the first half of this year is returned at 1,128,128 tons, as compared with 1,022,300 tons in the corresponding period of 1882. In these totals coke-made pig figured for 1,082,111 tons and 978,161 tons respectively. The total production of iron in France in the first half of this year was 494,958 tons, as compared with 544,850 tons in the corresponding period of 1882. In these totals merchants' iron figured for 406,628 tons and 443,977 tons respectively. The production of steel rails in France in the first half of this year was 189,032 tons, as compared with 170,434 tons in the corresponding period of 1882. The production of steel plates was 15,311 tons, as compared with 10,791 tons. The production of steel of all kinds in France in the first half of this year was 254,593 tons, as compared with 230,697 tons in the corresponding period of 1882. The falling off in the production of iron in France indicated by these returns

occurred principally in the departments of the Nord and the Haute Marne. As regards steel the departments which contributed to the increased production were principally the Nord and the Meurthe-et-Moselle. The demand for puddling pig, as well as for bars has increased in Westphalia, so that the German iron trade would seem to be emerging from the torpor in which it has been languishing of late. Consumers do not show quite so much reserve, and there are general indications of an increase in consumption.

CARN CAMBORNE TIN AND COPPER MINING COMPANY (LIMITED).

Investors who seek a certain and handsome profit should buy all the Shares they can get in this Mine at prices advertised.

But pay only on delivery of Transfer DULY CERTIFIED BY THE SECRETARY of the Company, or, what is better, the Certificate.

Buyers are complaining to us that they cannot obtain delivery of Shares bought at low prices. Those who purchase should insist on delivery.

See latest report from Carn Camborne. It is almost an absolute certainty that this Mine will prove to be a second Dolcoath on further development.

We are not sellers of Carn Camborne Shares. If they are to be bought in the market, at anything under £1 17s. 6d., we strongly advise investors to buy them.

ENDEAN AND CO., STOCK AND SHARE DEALERS, 85, GRACECHURCH STREET, LONDON, E.C.

FOREIGN MINES.

CALIFORNIA GOLD.—Alfred Rickards, Aug. 18: We are testing the lode at a depth of 1450 ft.; the ore is of high grade and of good width. The 1400 ft. level east is in 121 ft.; lode small. The slopes of this level are yielding 5 tons of fair grade ore per square fathom. The 1400 ft. level west is in 85 ft.; a further improvement may be looked for shortly. The lode in the slopes of this level is 2 ft. wide, yielding 5 tons of ore per square fathom. In the 1300 slopes west some pretty good ground has again been opened up, from which milling and smelting ore is being obtained. The 1300, 1100, and 700 east and 300 west are being worked on tribute.

—Mr. Rickard telegraphed the directors on Sept. 13 as follows:—Mill run, 261 tons; yield, \$2000 (400l.); smelting ore sales, \$1000 (200l.). CAPE COPPER.—Ookiep.—Captain Henwood, Captain Lanksbury, July 31: The ground in the 105 east of new shaft has presented a few spots of copper ore. The 92, west of No. 15, produces a little copper ore, but not sufficient to value. We have also started to drive eastward on vein at this point, which also yields a little copper ore; the ground in both ends is looking very congenial for copper. The driving in back of the 92 south of slope has become poor. Two slopes, one in the 92 north of No. 45 winze, and one in back of the 92 north-east of No. 23 winze, are worth 5 tons of copper ore per fathom each. No. 49 winze, sinking below the 80, has been communicated with the 92 north of No. 45 winze, the last few feet of which produced 6 tons of copper ore per fathom. No. 50 winze, sinking below the 80, up to within the last few days produced a little copper ore, but the present bottom is unproductive.

The ground in the 30 fm. level east from bottom of No. 47 winze having become unfavourable for copper ore, was suspended in the early part of the month, and the men put to drive on a small branch of copper ore south-west of No. 35 winze, which still yields a little copper ore. The slope in back of 80 fm. level, south-west of No. 32 winze, has been suspended, and a level started south in the forebrain, in ground worth 5 tons of copper ore per fm. The 68 fm. level east of north level has fallen off in value; the end at present produces only occasional stones of copper ore. The 68 fm. level north-east of new shaft is still worth 3 tons of copper ore per fathom. Good progress continues to be made in driving the 63 fm. level south on flookan course; the ground is easy, and at times presents spots of copper ore. No. 52 winze, sinking below the 58 fm. level (situated at the extreme end of No. 5 level), was commenced in the early part of the month. Although started in unproductive ground, the bottom at present is worth 1 ton of copper ore per fathom.

8. ECTAKEL.—Capt. Henwood and Lanksbury, July 25: The ground in the incline sinking below the 75 is producing good patches of copper ore, and the sinking is progressing favourably. The slope in back of 75 maintains its yield of 1½ ton of copper ore per fathom. The winze sinking below the 64 produces a little copper ore. When communication is made with the slope beneath it will effect good ventilation and facilitate stopping, which at present is very sparry. A new cross-cut in the 53 has been started west for the purpose of exploring the ground below the old workings. Another cross-cut has been commenced in the 15 level, west of flookan course, to intersect some veins of copper ore that run parallel to the flookan course a few fathoms from it. The slopes (two in number) produce 3 tons of copper ore per fathom each.

TRIAL MINES.—Capt. Henwood and Lanksbury, July 31: The ground in the new winze sinking below the 40 in the early part of the month presented a very kindly appearance, but the branch on which it is being sunk has become very contracted, and the present bottom is unproductive. The 40, east of winze, continues to be driven in favourable ground for copper ore, but it is also unproductive. The ground in the 25 cross-cut north is generally composed of quartz, and easy for driving. The sinking of the trial shaft at this place has been carried on rapidly without meeting with anything of value; the men are now engaged in cutting outside of same at the bottom. If there is nothing found here we purpose sinking shortly another small shaft in this locality in ground presenting indications of copper ore. The ground in the winze sinking below the 20, having become less congenial for copper ore, sinking has been suspended here, and a new winze commenced a few fathoms further east in more favourable ground. This we purpose carrying to a good depth, when a cross-cut from the bottom on either side will be made. A little stopping has been done in the 10, in ground presenting small pieces of native copper. Since last report the ground in the trial shaft sinking at this place has become more settled and compact. The rock is now bespangled with spots of copper pyrites, which, we hope, will ultimately lead to something more valuable in depth. RETURNS FOR JULY.—Ookiep, 1200 tons of 20 per cent.; Spectakel, 144 tons of 34 per cent. Bills of lading received: 220 tons per Zeta, 708 tons per Gadyas, 1033 tons per Abercrombie, and 580 tons per Tacoma. Arrival at Port Nolloth: The Cumberland. Arrivals at Swanesa: The Glenudal, Hinda, and Iron Queen. SALES OF ORE.—44½ tons at 12s. 6d. per unit, and 50 tons at 12s. 7½d. per unit, delivered at the wharf; and 800 tons at 12s. 6d. per unit, and 400 tons at 12s. 7½d. per unit, ex ship.

CHONTALES GOLD.—Manager, Aug. 5: Connelo Mine: Since we struck gold in the main level we have driven 35 yards through a lode which produced 16 oz. of gold to the ton. I am now preparing to sink below the level at the point where the lode continues equally rich. During the past month the main level has been driven 155 yards, but the lode is not so rich as in the two previous months, and the quantity of gold is not in a hard bar of ground. We have stopped 116 yards from the back of the main level, and driven north and south to prove the ground for sinking. Quartz raised, 320 tons, worth on an average 17 dwts. to the ton. The stamps put through 370 tons, the remaining 50 of low produce, and brought to the stamps in April last. Produce, 280 ozs. valued at £141. The cost at the mines for July was £124, leaving a profit of £467.

CORPORATION OF SOUTH AUSTRALIAN COPPER.—Capt. Bryant, July 14: Blinman Mine, Masey's Shaft. We are getting on with the cutting of the 70 ft. level, and will have it completed by the latter end of next week; we shall then commence sinking the 60 ft. level, remove penthouse, case and divide shaft, and put the shaft in working order for new winding arrangements. The 60 ft. level is yielding 3 tons 22 per cent. ore per fathom. The mine sinking below this level is worth for portion carried 3 tons 22 per cent. ore per fathom. The mine sinking below this level is worth for portion carried 3 tons 22 per cent. ore per fathom. The mine sinking below this level is worth for portion carried 3 tons 22 per cent. ore per fathom.

MOUNT ROSE MINE.—Capt. Tregoweth, July 20: During the past month the engine-shaft has been sunk and timbered 4 fms., present depth 8 fms. below the 23. In sinking we met with a bar of iron and rusty sandstone making from the south at an angle of 40° north; this we cut through after a few days' work; the ground is now a good deal harder than the last 3 fms. sunk through. Cross-cut South: The 23 has been extended during the month 1 fm. 5 ft., and we have cut through the run of ore-bearing ground appears making best east. We have the main east of cross-cut 10 ft., where we met with a really good deposit of black and grey ore, but like most of the other deposits did not hold as good long, although good ore is now showing in both back and bottom of the drive. The present end is worth about 1 ton 35 per cent. ore per fathom, set to two men at 61. per fathom. Stope in Back of 23: In consequence of the men having to lengthen the stope they did not stop so much productive ground last month; the part of the stope they are now working on will yield 1½ ton 40 per cent. ore per fathom, set to two men at 54. per fathom. Stope in front of 23: The stope is now in the position of the 23. I estimate this stope will average 1½ ton 35 per cent. ore per fathom for the ensuing month; set to two men at 41. 10s. per fathom. By the end of the present month I hope the engine-shaft will be down 11 fms. below the 23 plat, at which point I would suggest we open out, cut a small plat, and drive north to intersect the run of ore ground at 33. Should the 10 fms. now being sunk, improve only as much as the last 10 fms. i.e., from 13 to 23, and the bunches of ore now going down in the 23 hold down, it will turn out many hundreds of tons of high class ore. As this is now in the bottom of the 23 a lode in several places will yield 4 tons of 40 per cent. ore per fathom, if it could be worked dry, but until the level is under this run of ground so as to drain it we cannot work the ore to advantage, the best of it being black oxide; the percentage would be greatly reduced by working it until the ground is drained. This we will do as soon as possible.

DEVALA-MOYAR GOLD.—Manager, Aug. 17: We are getting on fairly opening out from the shaft, progress at present slow, as the ground is soft about the shaft and drainage heavy. We have two main shafts, and after two or three days we will be able to sink the shafts. As the shafts are now being sunk, a little I will put on three shifts, as then even a new hand can do but little harm, while immediately about the shaft, if the workmen should let the ground run, we should lose the shaft altogether. We are getting on well with the planting, &c., and the weather continues favourable.

EBERHARDT.—Frank Drake, Aug. 21: In our working in No. 3 raise the rock has been hard, and our progress has been correspondingly small. The rock has been a hard siliceous lime and quartz, carrying ore, but not enough to save. At point of 58 ft. above the first level, I have struck a lode of gold, which is very poor; this is gold south of the No. 2 raise. The distance between the No. 2 and No. 3 raise is about 190 ft., and between these two points we have more or less ore. Our No. 2 raise is nearly all in quartz, and I think it will improve in value as we advance upwards, for we are now finding more mineral through the quartz. It is my firm opinion that this quartz that we are now working in will lead us into a body of ore.

ENGLISH-AUSTRALIAN GOLD.—Mark Pollard, Fryerstown, July 31: We have crushed during the month from the tributors working back of the 320 ft. level 178 tons of stone, and 10 or 12 dwts. of gold, which is now in good shape; this is gold south of the No. 2 raise. The top part of the stone is 5 ft. thick, and very poor, so the tributors are working only the bottom part of the stone, where they see a little gold on the footwall of the lode; there are also two leaders in the western wall, they have seen gold in them. These leaders are 20 ft. above the back of the level; opposite this we had some good stone north and south of the prospecting shaft. We have also crushed and cleaned up from the tributors working north and south of the cross-cut at the 140 ft. level 33 tons for a yield of 12 ozs. 4 dwts. of gold, which did not give them wages for the month, but it pays very well for crushing. The stone is very small going north, and I think another month will work it all out; the stone in the face is only 5 in. thick just now, and about 8 ft. from the eastern to the western side of the stone. There is plenty of stone on the south side of the cross-cut towards the late No. 2 tributors' ground, but it is very poor on all the faces just now, yet it might improve as it goes over the old backs of the late No. 2 tributors' workings.

We are crushing with five heads from the tributors' working at the 70 ft. level; they will have over 50 tons to crush by the time we catch ore from them; we have 40 tons of stone now. This is from the same face as their last crushing, only further south; they have not seen any gold in breaking; they have about 3 ft. of crushing stuff; the stone is of a rusty nature. We shall crush from the party of tributors working north of Redhouse some time next week; they will have about 20 tons. The leader they are working on is very small, and light ground to work over the leader, stone dipping north; they have a little water to contend with when it rains; that goes down through the old workings. The battery was stopped two and a half days last week, as we were doing some repairs to it and the engine, &c. The machinery is now in good order and working well; we have crushed during the month 324 tons, which have cost 11d. per ton for crushing. The gold sold during the month was 31 ozs. 9 dwts. 23 grs., realising 1195. 9s. 2d. The total receipts for gold and sundries were 1317. 2s. 7d.; the total payments were 1271. 5s. 5d.; surplus receipts, 31. 17s. 2d. The balance of cash over liabilities was 731. 12s. 7d. The financial agent writes:—"The Forest Creek Wattle Gully Company's claim is no doubt on a continuance of your western reef," and the Castlemaine Leader of July 24 states a trial crushing of the quartz, 19 tons, yielded 17 ozs. of gold, and the company will have 200 ft. in length of same to work upon above the 650 ft. level.

GOLD COAST.—July 31: The Elephant is at work night and day. One armata is at work, and will suit this class of fine gold splendidly, but each of the six of them will be able to put through much more stuff when I gear them on to the counter shaft from the new engine, as I find hand-power is too slow for them. I enclose the Abontuyakoon cash account for July. You will see that it is in a more condensed form than hitherto. It will be a satisfaction to me if my directors, through you, will occasionally write me for a detailed account of accounts that may appear to be somewhat excessive in the monthly accounts. The next consignment of gold will leave here on or about Aug. 10. In conclusion, I have to thank you for your courteous letter, and will assure you of my prompt attention to any suggestions you may make as regards lists of mill and ration stores, so as to ensure a more stable system of sending out those necessities.

Aug. 14: Yours of July 12 and 13 to hand and contents carefully noted. I think we are on the eve of a most remarkable discovery, as follows:—Months ago I went to England I was continually writing you for a detailed account of accounts that may appear to be somewhat excessive in the monthly accounts. The next consignment of gold will leave here on or about Aug. 10. In conclusion, I have to thank you for your courteous letter, and will assure you of my prompt attention to any suggestions you may make as regards lists of mill and ration stores, so as to ensure a more stable system of sending out those necessities.

You may rest assured that I take every precaution to guard against any loss of bullion in transit from here to Axim; it is all sent overland, so that the only danger is of my escort people being attacked and robbed; however, they are well armed, and as trustworthy as fear can make them. I am very proud of having such an ample supply of money. The very presence of money in the safe being known to all the people in Taguach and Axim influences them in their endeavours to please me with their work, relieves my mind of all worry, and enables me to diminish expenditure, where, if I was short of cash, I would have to pay at any cost. Together with the cash I have some 60 odd pounds' worth of gold in the safe, mainly taken from the plates up to date. This will be added to daily until next week, when the boxes and ripples will be cleaned up, and the lot sent off by the returning escort that brings the specie. I am now aware that you are very much in want of gold, but you must just rest satisfied in the meantime with what I can send you from the gravitation stamps; for, until that agent of mine comes back I cannot get the pulveriser bed-plate and arrastras up from Bonah. I have tried one of the latter with hand-power and found it an immense success. When we get the six at work with steam then we will begin to get gold. Many thanks for enquiries after my health; it is first-class, and my men are all the same, and in glorious spirits, mainly on account of the expected result of these tailing experiments.

HOOPER & LEE GOLD.—Aug. 28: We have been keeping 10 stamps running on ore from the Tunnel stope, and the other 10 running part of the time on ore from the Gallimore. We have also milled the balance of the ore broken in the Gallimore at 70, and some ore from an old dump which we want to get out of the way to bring a branch tramroad up to the Hawkins' open cut, which we are clearing out. We have got the switch in, and the road laid about half of the way. In the prospecting cross-cut north, along the dyke from the drift from the bottom of the Hawkins' shaft, we have got an occasional colour the last few days, and mixed with the (iron) sulphurates a little lead (galena). I have not yet assayed a sample. This is the first time I have seen any appreciable quality of lead in the ore, and I think it is only an isolated occurrence.

ISABELLE GOLD AND SILVER.—Aug. 20: The two men I had in the north drift in the 220 ft. level have been occupied the greater part of last week in timbering up the drift, which was caving from the water, which is coming in, and so ran only 4 ft. The indications in the face are still favourable for reaching an ore body at no great distance. I took them out on Saturday, and put them to work on the east side of that drift, nearly opposite the ore chute at E, where I found a bunch of rich black ore, (small ore, but which may open up) by the caving of the ground at that point. The other man took out 1 ton of good black ore from the north-west end of the Big stope, besides attending to the pumps, and ear-rings. I have got another teamster to haul what ore we have got out since the former teamster left at 3 p.m. Since writing the teamster has arrived with a load of ore, and brought me a few lines from the

miner in charge, as follows:—"The lower level is looking very well for a body of ore. We are working in the place where you showed us on Saturday, and it has opened out to about 6 in. I will send you a piece of the ore by the teamster." **KOHINOOR AND DONALDSON.**—Mr. A. Rickard, in his report for the week ending Aug. 18, says, respecting the Donaldson Mine—"The stope continues to be worked on tribute. The No. 1 stope is yielding ¼ ton of smelting and ¼ ton of milling ore per square fathom; the lode is 8 in. wide, of which half is auriferous quartz of fair grade. The No. 2 stope is yielding ¼ ton of smelting and ¼ ton of milling ore per square fathom; the south part of the stope has improved, there being more smelting ore, whilst the remainder holds its own. In the intermediate level the grade of the ore in the north part of the stope has fallen off in value, but the ground will pay eventually. At the Champion Mine the 600 west is in 48 ft. The 520 west is yielding 2 tons of smelting and 3 tons of milling ore per square fathom; the lode is strong and well defined, yielding ¼ ton of smelting and ¼ ton of milling ore per square fathom; the lode is 8 in. wide, of which half is auriferous quartz of fair grade. The No. 2 stope is yielding ¼ ton of smelting and ¼ ton of milling ore per square fathom; the south part of the stope has improved, there being more smelting ore, whilst the remainder holds its own. In the intermediate level the grade of the ore in the north part of the stope has fallen off in value, but the ground will pay eventually. At the Champion Mine the 600 west is in 48 ft. The 520 west is yielding 2 tons of smelting and 3 tons of milling ore per square fathom; the lode is strong and well defined, yielding ¼ ton of smelting and ¼ ton of milling ore per square fathom; the lode is 8 in. wide, of which half is auriferous quartz of fair grade. 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The California pattern of Gold Stamp Mill is universally accepted as the most perfect, economic, and efficient made.

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METROPOLITAN DISTRICT RAILWAY.—In discussing the present position of this undertaking, Mr. William Abbott, of Tokenhouse Yard, says: Reviewing the whole position there appears to be abundant reason for anticipating a great development in the near future of this railway, and that it will soon enter upon a career of great prosperity. It is inevitable that the line must be materially strengthened and permanently benefited by the numerous sources of traffic indicated, and regarding it simply as a reversionary security, and by analogy the Ordinary Stock (which amounts to only one-third of the entire capital of the railway) could scarcely be regarded as dear at 8 per cent. higher than the present price of 62, as even at 70 it would then be selling at 14s. in 17.

Concisely stated the favourable features may be thus summarised:—(1.) The approaching opening of the "Inner Circle," when the new capital embarked in it will at once become productive.—(2.) The reduction of working expenses consequent upon the opening of the "Inner Circle," which will enable the trains to work continuously, and to dispense with the change of engines and other costly expenses at the termini, which are now necessary. As compared with the Metropolitan Railway, there is room for a reduction of 5 per cent. in the working charges, and this will, no doubt, gradually be attained.—(3.) The rapid growth of the West London and suburban districts served by the District Railway.—(4.) The favourable working arrangements with the Great Western and other leading companies.—(5.) The establishment of annual exhibitions to succeed the Fisheries Exhibition of this year.—(6.) The abatement of the Passenger Duty. During the past half-year the amount paid by this company was 4700l. It is probable that this will gradually be reduced to a charge of 5000l. per annum.—And (7) the almost certainty that after the physical union of the Metropolitan and the Metropolitan district systems by the completion of the "Inner Circle" the shareholders of both companies will insist upon amalgamation.

Under the circumstances, and in view of the demand for low-priced stocks of English railways, which have in them latent vitality, it is by no means unreasonable to look for a substantial rise in the Ordinary Stock of the Metropolitan District Railway before the close of the year. I think it quite probable it will reach 67 to 70 by that time, and a very much higher price when the "Inner Circle" is completed in March next.

ELECTRICITY AS A MOTIVE POWER.—The record of the successful result of the first experiment with electric tramcars over a long distance made at Paris, is quickly followed by the report of equally successful application in Scotland of electricity to marine propulsion. It will be recollected that the Paris electric tramcars attained a speed of about 10 miles an hour, whilst it was estimated that the cost was about half that of horse trams. The soundless progress of the cars created much astonishment. Not a single horse shied throughout the entire route. The locomotion is effected by means of Faure accumulators, weighing some 50 cwt., which are fixed under the tramway seats, and connected with a Siemens machine placed under the floor. The speed of the electric tramcar is nine and a third miles an hour on level ground, and five and a half miles on an ascent. The company which made the experiment promise still greater things on railways, and feel confident of performing them. Within the past week Messrs. Bogle and Co., of Glasgow, are reported to have successfully tried one of their electric launches on the Clyde. It was driven by Clarke's patent battery and engine, Mr. Clarke, the patentee, himself, both managing the machinery and steering the boat. The speed attained in the smaller boats is said to have been from five miles to seven miles an hour. Major MacIver has ordered a 15-ft. launch built in Illinois to be fitted with Clarke's patent machinery, and if this be successful Messrs. Bogle are to construct a much larger vessel for him, which it is intended to take through the canal between the Rhine and the Danube, and next year to make the trip from the German Ocean to the Black Sea, through these rivers and their artificial junction. The large boat will be designed for a speed of 10 miles an hour, and will take several months to construct, but the smaller one will probably be seen on the Thames before the end of October. Major MacIver believes himself capable of making the trip from ocean to ocean in about three weeks, and intends to do so without any assistance whatever.

THE MINING JOURNAL.

NORTH STAFFORDSHIRE.
VALUABLE MINERAL PROPERTY.

MR. SAMUEL EDWARDS WILL OFFER FOR SALE, BY AUCTION, at the North Stafford Station Hotel, Stoke-upon-Trent, on Wednesday, the 3rd day of October, 1883, at Four o'clock in the afternoon precisely, the WHOLE of the VALUABLE LEASEHOLD IRONSTONE MINES and COLLIERY, OFFICES, BUILDINGS, ENGINES, MACHINERY, and PLANT of the

KNUXTON FARM MINING COMPANY, Situate at Knuxton Heath, near Newcastle-under-Lyme, in the parish of Wolstanton, in the county of Stafford.

The mines are held under a lease of which 29½ years are unexpired, and comprise the most valuable Red Mines of the district, namely—The Bassey Mine, or Blackband Coal and Ironstone; the Red Shag Coal and Ironstone, and the Red Mine; also valuable beds of brick earth, clay, and marl.

The Buildings, Machinery, and Plant comprise Offices, Machine House, three four-stall Stables, one three-stall ditto, Blacksmiths' and Carpenters' Shops, and Sharpening Shop, and Engines for Pumping, Winding, and Sawing, Donkey Engines, Clay Mill, and Capstead, Engines, Boilers, Mortar Mill, Waggon-Horses, &c.

The whole of the plant is of the most approved description, and in excellent condition.

The property is in close proximity to the Market Drayton Branch of the North Staffordshire Railway, to which the vendors have a right of access, and adjoins mines of the Rev. Walter Sneyd, which are now worked by the Butterley Company.

To view, apply to the Manager, at the Colliery, where the working plans may be inspected.

Particulars of sale and any further information may be obtained at the office of the company, Silverdale, Staffs; at the place of sale; of the Auctioneer, Ironmarket, Newcastle-under-Lyme; and of Messrs. COOPER, Solicitors, Newcastle-under-Lyme, and 42, Bedford-row, London, W.C.

BOTALLACK, CORNWALL, OCTOBER 2ND.

MR. W. HOSKEN RICHARDS has been favoured with instructions TO OFFER FOR SALE, BY AUCTION, at the Union Hotel, Penzance, on Tuesday, the 2nd October, 1883, at Three o'clock in the afternoon, in One Lot, as a going concern, all the

MINING SETTS, MACHINERY, PLANT, AND MATERIAL

Of the far-famed and well-known BOTALLACK MINE, situate in St. Just-in-Penwith, Cornwall.

The sets, which have been recently renewed, extend upwards of two miles, and comprise Wharf, Cornish, the Higher Mine, and the Crown.

The Plant and Machinery are in efficient working order, having four Pumping and Three Winding Engines, two Steam Stamps, and all the necessary appliances for developing the mine.

Further particulars may be obtained on application to the Parser, Mr. S. H. JAMES, St. Just; of the Auctioneer, 54 and 55, Causewayhead, Penzance; or of Mr. THOMAS, Solicitor, Penzance.

Dated 3rd September, 1883.

TIN MINES, PUMPING AND STAMPING ENGINES, MACHINERY AND PLANT, FOR SALE.

THE LIQUIDATOR OF THE ROCKS TIN MINING COMPANY (LIMITED) is prepared to RECEIVE TENDERS for the PURCHASE of the

ROCKS TIN MINE AND THE CARNAMERRY TIN MINE, Both situate near St. Austell, Cornwall, with the PUMPING AND STAMPING ENGINES, STAMPS, and MACHINERY, which have recently been erected at a great expense.

The mines are held under separate leases. New leases on favorable terms would be granted to purchasers. The two mines are contiguous, but have independent shafts and machinery, and will be sold together or separately.

The Liquidator will also consider Tenders for the Engines, Stamps, Machinery, Plant, Tramway Rail, and Stock as a whole or in separate lots.

Tenders (to be endorsed on envelope—"Tenders, Rocks Mining Company") will be received up to the 30th of September by JOHN CARNAGIE, Esq., Solicitor, 9, Bucklersbury, London, E.C., who will furnish full particulars, schedules of engines and machinery, and cards to view the property.

The Liquidator does not bind himself to accept the highest or any Tender.

CHARLESTOWN IRONWORKS, ST. AUSTELL.

THE TRUSTEES are open to RECEIVE OFFERS for the PURCHASE of these old-established and valuable IRON AND BRASS FOUNDRY AND ENGINEERING WORKS, As a going concern, with the GOODWILL and BUSINESS CONNECTION.

The works are in full operation, and are doing a large first-class business. For particulars, apply to M. LOAM, Esq., Parade House, Liskeard; or to Messrs. ROBERTS and DICKSON, Solicitors, Chester.

Chester, 31st August, 1883.

WHITE CLIFF LEAD MINING COMPANY (LIMITED).

IN VOLUNTARY LIQUIDATION.

FOR SALE, the LEASES, PLANT, and MACHINERY of the above Property, comprising about SEVENTY-EIGHT ACRES of VALUABLE LEAD-BEARING GROUND (including a silver lode), known as THE RALLWEN and CORLAN FARROGH MINES.

Situate near LLANRWST, in CARNARVONSHIRE, held under two leases, having about 14 years unexpired, from the Baroness Willoughby D'Eresby. First-class self-acting dressing machinery, by Green, of Aberystwyth, including engine and boiler, stone-breaker, crusher, jiggers, buddles, classifiers, steam pump, &c., &c., the whole very complete and in good working order, capable of dressing 600 tons of orestuff per month, erected at a cost of £1500. Also about two miles of iron rails, forming tramway between the two sets, and various other mining plant, tools, &c., the whole to be sold, a bargain.

Apply to the Liquidators, care of A. C. COX, Chartered Accountant, 2, Temple-street, Birmingham.

STEAM AND WATER POWER MILLS.

TO BE LET, for such term as may be agreed on, ALL THOSE MODERN and VALUABLE MILLS, situate in Bishop's Wood and Lord's Wood, about two miles from the City of Truro.

These Mills, originally intended for the manufacture of gunpowder, were erected about 15 years ago. They are partly worked by water power and partly by machinery of the most modern description; and if not required for their original purpose they are very easily convertible for any other use of a similar nature.

The ground on which the mills, &c., are erected is held for terms of years at very moderate rents.

For cards to view and for all further information, apply to Messrs. CHILCOTT and SON, Solicitors, Truro.

Truro, 23rd August, 1883.

PIT SINKING, WINDING COAL, PUMPING, &c.

POTABLE STEAM ENGINE FOR SALE, with two 9½ inch cylinders, and link motion reversing gear, also gear to wind and pump.

A 9 H.P. VERTICAL STEAM ENGINE, with link motion reversing gear (winding drum if required).

A 6 ft. pan MORTAR MILL, VERTICAL ENGINE, and BOILER combined, on carriage and travelling wheels.

Apply to—

BARROWS and STEWART, ENGINEERS, BANBURY.

FOR SALE, very good 40 inch cylinder PUMPING ENGINE, TWO AIR COMPRESSORS, ONE ORE CRUSHER, and a 10 ton FLY WHEEL and SHAFT.

Apply to CORNELIUS BAWDEN, Redruth.

STEAM BOILERS FOR SALE, SECONDHAND, with and without Galloway Tubes, single and double rivetted, working pressure of 60 lbs., 65 lbs., 70 lbs., and 80 lbs. steam pressure. VERY CHEAP.

FIVE BOILERS, 30 feet by 7 feet 6 inches diameter, excellent order.

SIX BOILERS, 20 feet by 7 feet Galloway Tubes, " "

FOUR BOILERS, 25 feet by 7 feet " " "

THREE BOILERS, 25 feet by 7 feet " " "

FOUR BOILERS, 24 ft. by 6 ft. " " " Equal to new.

WINDING ENGINES and COLLIERY PLANT of every description, second-hand, in stock. VERY CHEAP. Write to—

H. HELLWELL and CO., 4, NORTH CORRIDOR ROYAL EXCHANGE, MANCHESTER.

ON SALE, FOUR LANCASHIRE BOILERS, 30 feet by 7 feet. Shells double rivetted, and Bowling expansion rings in flues.

THREE ditto, 30 feet by 7 feet, with plain flues.

THREE ditto, 30 feet by 7 feet 3 inches, with six Galloway tubes in each flue.

THREE ditto, 26 feet by 7 feet, with four Galloway tubes in each flue.

EDWARD RATCLIFFE, HAWARDEN, NEAR CHESTER.

ON SALE, THREE LANCASHIRE BOILERS, 32 feet by 6 feet 9 inches; now working at 70 lbs under Insurance, near Manchester. Cheap if taken at once.

EDWARD RATCLIFFE, HAWARDEN, NEAR CHESTER.

COAL MINES REGULATION ACT, 1872.

EXAMINATION FOR MANAGERS' CERTIFICATES OF COMPETENCY.

DISTRICT UNDER THE CHARGE OF THOMAS EVANS, Esq., H.M. INSPECTOR OF MINES.

PERSONS desirous of being EXAMINED in this District for MANAGERS' CERTIFICATES OF COMPETENCY, under the above-named Act, should at once COMMUNICATE with the Secretary to the Board of the above-mentioned District, at the following address:—The Wardwicks, Derby.

By order of the Board, WILLIAM SAUNDERS, Secretary, examination with those who do.

ROYAL COLLEGE OF SCIENCE FOR IRELAND

STEPHEN'S GREEN, DUBLIN.

SCIENTIFIC AND TECHNICAL EDUCATION.

SESSION 1883-84.

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A Diploma of Associate of the College is granted at the end of the Three Years' Course.

There are Four Royal Scholarships, tenable for two years, each of the value of £50 yearly, with free education, including Laboratory Instruction. Two become vacant each year. They are given to Students who have been a year in the College.

The Fees are £2 for each Course, or £10 for all the Courses of each year, with the exception of Laboratory Practice.

CHEMISTRY (THEORETICAL AND PRACTICAL), METALLURGY, &c.—Professor HARTLEY, F.R.S., F.R.S.E.

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EXPERIMENTAL PHYSICS (THEORETICAL AND PRACTICAL).—Professor BARRETT, F.R.S.E., M.R.I.A.

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BOTANY.—Professor McNAB, M.D., F.L.S.

ZOOLOGY.—Professor HADDON, M.A., F.R.S.

GEOLOGY.—Professor HULL, M.A., LL.D., F.R.S.

PALAEONTOLOGY.—Mr. BAILY, F.L.S., F.G.S., M.R.I.A.

The Chemical and Physical Laboratories and Drawing School are open daily for Practical Instruction.

Fee for Chemical Laboratory, £2 for One Month, £5 for Three Months, £9 for Six Months, or £12 for Session. Fee for Physical Laboratory, £1 per month, or £6 for Session. Fee for Special Course of applied Electricity and Laboratory, £4.

Fee for Biological Laboratory, £2 for the term. Fee for Drawing School, £3 for Session, or £2 for One Term.

THE SESSION COMMENCES on MONDAY, October 1st.

Programmes may be obtained on application at the College; or by letter, addressed to the Secretary, Royal College of Science, Stephen's Green, Dublin.

Professor J. P. O'REILLY, Secretary (pro tem.)

INSTRUCTION IN COAL MINING.

LECTURES on the CHEMISTRY and GEOLOGY of COAL MINING, and INSTRUCTION in the THEORY and PRACTICE of COAL MINING, MINING ENGINEERING, and COLLIERY MANAGEMENT, at the YORKSHIRE COLLEGE, LEEDS.

THE TENTH SESSION BEGINS on October 2nd.

Prospectus free from the Secretary.

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THE ABOVE COLLIERIES, belonging to Messrs. DAVID BROMILOW and Co., being worked out, the WHOLE of the PLANT is now OFFERED FOR SALE BY PRIVATE TREATY, and consists of large Winding, Pumping, and other Engines, Locomotive, Machinery, Lathes, Planing and Drilling Machines, Turning and Fitting Tools, Smithy Tools, several large and small Saw Benches, &c., &c.

For catalogues containing full particulars, apply as above.

TO BE LET.—VIGRA MINE, MERIONETHSHIRE.

THE COMMISSIONER OF WOODS, &c., in charge of Her Majesty's Land Revenue in Wales, is prepared to RECEIVE TENDERS for an AGREEMENT for a LEASE of the above-named Mine, situate in the parish of Llanaber, about midway between Dolgelly and Barmouth.

Particulars and conditions of the Letting and Forms of Tender may be obtained on application to Sir HENRY LOCH, K.C.B., Office of Woods, &c., Whitehall-place, London, S.W.

Tenders must be sent in on or before the 10th October, 1883.

TENDERS GIVEN for the ERECTING of COPPER SMELTING CALCINING, CUPOLA, and other FURNACES, at home or abroad.

Apply to JOHN G. WILLIAMS, Contractor, Howdon, Newcastle-on-Tyne.

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MINE INSPECTIONS UNDERTAKEN ON MODERATE TERMS.

MR. J. PENBERTHY, of El Callao Mine, Ciudad Bolivar, Venezuela, South America, notifies that as his agreement of three years as Chief Captain of that celebrated Gold Mine will expire in December, he has the opportunity of OFFERING his SERVICES to an English or other European Mining Company to INSPECT and REPORT ON Mining Property in Venezuela or any other part of South America.

As to references, he is permitted to refer to the Junta Directiva Bolivar, Venezuela; and to CHARLES OXLAND, Esq., Superintendent, El Callao Mine. Terms moderate, and to be known upon application to Mr. J. PENBERTHY, as above.

TO CAPITALISTS, AND OTHERS.

FOR SALE, the LEASES of a VALUABLE SILVER-LEAD MINE (very rich for Silver), situate on the banks of the River Tamar, in DEVON. The Advertiser would, if required, join in finding capital to form a company to work the same.

For particulars, &c., apply to Mr. THOMAS HORSWILL, 10, Union-street, Plymouth.

IMPORTANT TO MINE OWNERS.

FOR SALE, owing to completion of contract, a complete PLANT of ROCK-DRILLING MACHINERY, comprising—ONE AIR-COMPRESSING ENGINE and VERTICAL BOILER, with connections, air receiver, rock drills, and heading stand, 380 yards air supply piping, &c., &c. This Machinery has been driving a cross-cut in hard rock 3 to 4 fathoms per week forward.

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TO LET, ON LEASE, VALUABLE IRON MINES in Co. DOWN, on Lord Trevor's Estate.

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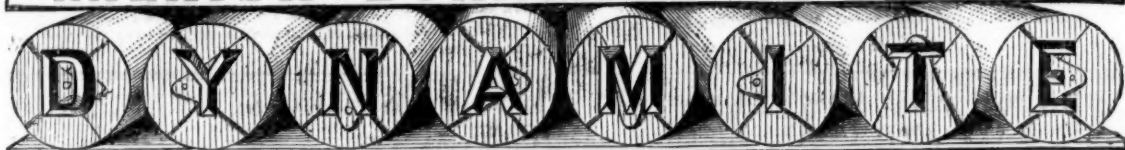
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PUMPING ENGINES; WINDING ENGINES; STAMPING ENGINES, STEAM CAPSTANS; ORE CRUSHERS; BOILERS and PITWORK of various sizes and descriptions; and all kinds of MATERIALS required for MINING PURPOSES.

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More than One Hundred of them are now running in the various mining districts of the United States, giving results never before obtained as regards continuous running, economy of fuel grade and quality of bullion produced.

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Complete smelting plants made to order, with all the improvements that experience has proved valuable in this class of machinery. Skilled and experienced smelters furnished when desired to examine mines and to superintend constructing and running of furnace. Estimates given upon application. Send for circular.

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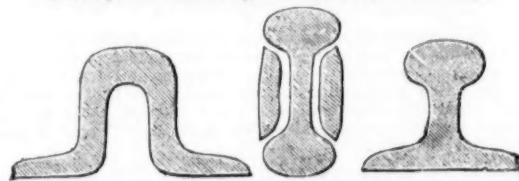
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25, FLEET STREET, E.C., where all communications
requested to be addressed.—September 15, 1885